Airport Link

RECORD OF DECISION

FOR
CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY'S (SOUND TRANSIT)
AIRPORT LINK SEGMENT OF THE
CENTRAL LINK LIGHT RAIL TRANSIT PROJECT
KING COUNTY, WASHINGTON

BACKGROUND

Initial Segment Link

The Federal Transit Administration (FTA), pursuant to 23 Code of Federal Regulations (CFR) Section 77.127 and by an environmental Record of Decision (ROD) dated January 5, 2000, found that the requirements of the National Environmental Policy Act (NEPA) had been satisfied for the construction of a light rail system known as the Central Link Light Rail Transit Project (Central Link) by the Central Puget Sound Transit Authority (Sound Transit). The locally preferred alternative (LPA) for this 23.4-mile light rail line project connected the Northgate Urban Center, the University District, Capitol Hill, downtown Seattle, southeast Seattle, and the cities of Tukwila and SeaTac in the Puget Sound region of Washington state. Pursuant to request by Sound Transit, a Notice of Intent (NOI) was published in the Federal Register on October 22, 2001 that provided notice of Sound Transit's evaluation of alternative alignments for that section of Central Link from downtown Seattle proceeding north. Further, by action taken on November 29, 2001, the Sound Transit Board preliminarily incorporated changes to the LPA for that portion of the LPA from downtown Seattle to S. 154th Street in the City of SeaTac. These changes included, but are not limited to, the selection of new north and south termini, joint bus-rail operations in the Downtown Seattle Bus Tunnel, extending the construction period approximately two years, the Beacon Hill station build-out, certain design refinements, and incorporation of the Tukwila Freeway Route. These changes effectively altered the LPA, for Federal record of decision-making purposes under NEPA, to a project and alignment what is now referred to as the "Initial Segment". This Initial Segment, consisting of a 14-mile light rail line connecting downtown Seattle, southeast Seattle and the City of Tukwila, constitutes the Federal project for which FTA issued an Amended Record of Decision (Amended ROD) in May 2002 pursuant to 23 CFR Section 771.127, finding that the requirements of NEPA had been satisfied for the construction and operation of the Initial Segment by Sound Transit. The Amended ROD superseded the ROD of January 5, 2000, which, by the issuance of the Amended ROD, became NULL AND VOID.

To evaluate the potential environmental impacts of the Initial Segment, an Environmental Assessment (Initial Segment EA) (and the necessary NEPA required procedures incumbent with the issuance of an EA) was performed and issued in February 2002 addressing the changes to the LPA from downtown Seattle to the S. 154th Station in the City of Tukwila. In addition, a Supplemental Final Environmental Impact Statement (and the necessary NEPA required procedures incumbent with the issuance of a supplemental

environmental impact statement) on the portion of the LPA running from the Boeing Access Road station through the City of Tukwila to S. 154th Station (Tukwila Freeway Route Supplemental EIS) was performed and issued in November 2001. Both the Initial Segment EA and the Tukwila Freeway Route Supplemental EIS were conducted and intended to supplement the Central Link Final EIS of November 1999.

The Initial Segment is currently under construction. In the Amended ROD, FTA recognized that Sound Transit considers its overall Central Link project alignment to continue to consist of that alignment from Northgate to S. 200th Street in the City of SeaTac and that Sound Transit may seek additional Federal funds for the continuation of Central Link to Northgate and to S. 200th Street.

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That portion of the Central Link project located between S. 154th Street in Tukwila and S. 200th Street in the City of SeaTac was identified as Segment F in the Central Link Final EIS and is now referred to as Airport Link. By action taken on July 14, 2005, the Sound Transit Board adopted the alignment and project hereinafter described as the Airport Link Project (Airport Link) as the project to be constructed within this Central Link segment. Airport Link is a 3.7-mile project extending from the Tukwila International Boulevard Station in the City of Tukwila to S. 200th Street in the City of SeaTac.

Airport Link constitutes the Federal project for which this ROD (Airport Link ROD) applies. To evaluate the potential environmental impacts of Airport Link, an Environmental Assessment (Airport Link EA) was performed and issued in May 2005 in conformance with NEPA. The Airport Link EA provided additional information on changes in the project and their effects from those previously described in the Central Link FEIS, (November 1999) The Airport Link EA also referenced information contained in the Initial Segment EA (February 2002) and the Tukwila Freeway Route Supplemental EIS (November 2001), which included updated environmental information for the Tukwila International Boulevard Station at South 154th Street and the light rail project sections adjacent to the start of the proposed Airport Link extension (Airport Link EA page 2-8).

DECISION

FTA, pursuant to 23 CFR Section 771.127, hereby issues this Airport Link ROD finding that the requirements of NEPA have been satisfied for the construction and operation of Airport Link by Sound Transit.

This Airport Link ROD is based on the close monitoring of the process followed by Sound Transit in setting forth and considering the effects of the project and the available alternatives. This process included the preparation of a draft and final Central Link Environmental Impact Statement (EIS) in 1998 and 1999, respectively, the draft and final Tukwila Freeway Route Supplemental EIS dated October 2000 and November 2001, respectively, the Initial Segment Environmental Assessment (EA) dated February 2002, the Airport Link EA date May 2005, and the determinations made herein.

This ROD describes the Airport Link project, background of the project's development, alternatives considered, the public opportunity to comment, the public comments and responses thereto, and the basis for the decision and mitigation measures required. However, this summary does not supersede or negate any of the information, descriptions, or evaluations provided in the Central Link Final EIS, Initial Segment EA, the Tukwila Freeway Route Final Supplemental EIS, the Section 106 Programmatic Agreement (December 1999), or the Airport Link EA (May 2005). These documents, together with their associated published Drafts, constitute the FTA environmental record for the project and are incorporated herein by reference. The summary descriptions are provided in this ROD to provide a summary of the basis of the record of decision.

LOCALLY PREFERRED ALTERNATIVE

Background

The Central Link Light Rail Project is a major element of the ten-year Regional Transit System Plan called *Sound Move* completed in 1993. This ten-year plan was the product of decades of mass transit planning in the Puget Sound region. In 1996, the voters in the Central Puget Sound area which includes King, Pierce and Snohomish Counties, approved local financing for Sound Move including increases of 0.4 percent sales tax and 0.3 percent motor vehicle excise tax. In May, 1997, the Major Investment Study for the *Sound Move* plan was completed and was approved by the metropolitan planning organization, Puget Sound Regional Council.

Electric light rail technology was chosen for the Central Link Light Rail Project because of its versatility to operate at-grade (on surface) with mixed traffic, on elevated tracks, or in tunnels. Because of the varied geographic conditions along the proposed corridor, the Airport Link extension combines both at-grade and elevated profiles. Standard features of the stations include boarding platforms that would be approximately 400 feet long to accommodate four-car trains. Both stations are elevated with escalators, elevators and stairs provided.

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The project to which this Airport Link ROD applies is as described herein and as more particularly described in Section 2.1 of the Airport Link EA. The project would begin from the elevated Tukwila International Boulevard Station at S. 154th Street in Tukwila, crossing over State Route (SR) 99/International Boulevard and SR 518, to an alignment between the northbound and southbound North Airport Expressway. Light rail would be at-grade here before transitioning to an elevated profile crossing over S. 170th Street. Then the elevated light rail would curve toward International Boulevard to reach an elevated Airport/SeaTac Station near the intersection with S. 176th Street. A pedestrian overpass over International Boulevard between the station and the east side of International Boulevard will be provided. A kiss and ride facility will be constructed near the intersection of S. 176th Street and International Boulevard. A pedestrian passageway will connect the

station to the main airport terminal. From the Airport/SeaTac Station, the route would continue elevated along the west side of International Boulevard, turn southwest to cross S. 188th Street, and continue elevated along the east side of 28th Avenue S. to a station and park-and-ride at S. 200th Street.

This alternative requires revision of portions of the airport terminal roadway system. The existing northbound North Airport Expressway would be realigned, the northern parking garage entrance and exit would be relocated, and three return-to-terminal ramp bridges on airport property would be demolished. S. 170th Street would be relocated, requiring a new off-ramp from the northbound expressway onto S. 170th Street and removal of the existing on-ramp from S. 170th Street to the northbound expressway.

This alternative also includes two system length alignments, as described below and in the Airport EA. Depending on funding, the project may conclude at the Airport/SeaTac Station, with associated facilities as an interim terminus, or with complete construction, continue to the S. 200th Station as the southern terminus.

ALTERNATIVES CONSIDERED

Light rail alternative routes and station plans for the Central Link Project are provided in Appendix H of the Final EIS, Appendix K of the Tukwila Freeway Route Supplemental EIS, Appendix D to the Initial Segment EA, and Appendix C of the Airport Link EA, which are all incorporated herein by reference.

Segment alternatives were evaluated first to ensure that route and station locations proposed would fit within the whole system and any future expansions and second to compare advantages and disadvantages of route alternatives. These criteria included community compatibility, cost, environmental impacts, political and community acceptance, ridership, and transportation impacts. On May 14, 1998, the Sound Transit Board approved the route and station location alternatives for study in the Central Link Draft EIS. Five route alternatives for Segment F were evaluated, each of which included three to four stations. After issuance of the Draft EIS and consideration of extensive public and agency comment, the Sound Transit Board identified a preliminary locally preferred alternative on February 25, 1999 in Segments B through F. This preliminary LPA was evaluated in the Final EIS. In response to public and agency comments and new information, three new or modified alternatives or options for Segment F were added in the Final EIS.

After the identification of the Initial Segment for Central Link, which included the Central Link alignment from downtown Seattle south to Tukwila, Sound Transit began working with the Port of Seattle to identify an alternative for Segment F, now known as Airport Link, that would accommodate the Port's changes to airport expansion plans. The route identified was evaluated in the Airport Link EA. A total of nine options for Segment F have been evaluated from the Central Link Draft EIS through the Airport Link EA. Attachment B to this ROD provides a summary of the alternatives evaluated for Segment F.

No-Build and System Length Alternatives

The Airport Link EA evaluated the No-build Alternative and two system length alternatives for the proposed light rail line extension. The two system length build alternatives were evaluated with respect to the no-build alternative as well as the original project.

The No-build Alternative:

- **No-build Alternative.** The No-build Alternative represents the current transportation system plus funded projects in the 20 year Metropolitan Transportation Plan, including Sound Transit Sounder commuter rail, regional express bus service and the Initial Segment for the Central Link light rail, with the North Link extension to Northgate.

System length alternatives:

- **Tukwila International Boulevard Station to S. 200th Street Station.** The Tukwila International Boulevard Station to S. 200th Street station (full-length of Airport Link) extends approximately 3.7 miles from S. 154th Street in Tukwila to S. 200th Street in SeaTac and includes the Airport/SeaTac Station with a pedestrian bridge and kiss-and-ride facility, and S. 200th Street Station and park-and-ride. It also includes the revisions to a portion of the airport terminal roadway system along the North Airport Expressway and north of the parking garage.

- **Tukwila International Boulevard Station to Airport/SeaTac Station.** The Tukwila International Boulevard Station to Airport/SeaTac Station alternative is 2 miles shorter, extending from Tukwila International Boulevard Station to the Airport/SeaTac Station. It includes the Airport/SeaTac Station with a pedestrian bridge and kiss-and-ride facility. It also includes the revisions to a portion of the airport terminal roadway system along the North Airport Expressway and north of the parking garage.

PUBLIC OPPORTUNITY TO COMMENT

Public participation in the development and implementation of *Sound Move* and Link started with the Forward Thrust Plan in the 1960s. This public participation included the use of an advisory panel of civic leaders to provide overall guidance; review and input from subregional groups of elected officials; subarea forums; community and business meetings; and roundtable sessions to gather local input and help develop the plan.

Central Link EIS Scoping Process

From November 1997 to February 1998, Sound Transit distributed a Scoping Information Report to approximately 4,500 households along the proposed corridor, held seven public meetings, and collected over 400 written comments on the environmental analysis and

alternatives proposed. In March 1998, comments were described in a Scoping Summary Report.

Between February and June 1998, Sound Transit solicited input from citizens, organizations, and agencies to help define the route alternatives to be included in the Central Link Draft EIS. Sound Transit distributed material describing the route options to approximately 8,000 households along the corridor. To allow community leaders to experience rapid transit systems, Sound Transit sponsored ten field trips to Portland, Oregon and Vancouver, British Columbia, Canada. Eleven community workshops and several walking tours of the proposed routes were sponsored by Sound Transit to engage citizens in exploring the route options and evaluation criteria. The City of SeaTac, Port of Seattle, City of Tukwila, City of Seattle, and King County Metro were involved through special briefing sessions, council presentations, and ongoing coordination meetings. Two formal public hearings served as the final events in the process.

The Draft EIS was circulated to affected local jurisdictions; regional, state, and federal agencies; community organizations; environmental and other interest groups; and interested individuals. The Draft EIS was publicly available on December 4, 1998 and notification of its issuance was published in the Federal Register on December 11, 1998. Over 1,500 Draft EISs were distributed. A 60-day comment period was provided to the public, agencies, and jurisdictions to allow the opportunity to comment on the Draft EIS to Sound Transit and the FTA. Five public hearings were held during the comment period at various locations along the project corridor to take oral testimony. Sound Transit received more than 900 comment letters or public hearing testimonies. These comments, and responses, are included in the Final EIS, Volumes 3, 4, and 5. Other outreach efforts during the EIS process are described in the Final EIS.

The Tukwila Freeway Route Supplemental EIS and Initial Segment EA processes provided additional comment opportunity, although these documents did not specifically address Segment F/Airport Link alternatives. These outreach efforts are described in Appendix C of the Final Tukwila Freeway Route Supplemental EIS and Appendix E of the Initial Segment EA, respectively.

Airport Link EA Process

The Airport Link EA process began with an interagency coordination meeting in October 2004 after two years of coordination between the Port of Seattle and Sound Transit. In March 2005 during the EA preparation, a public meeting was held to inform people of the project and the future publication of the EA. The EA was published on May 26, 2005 and approximately 800 copies were distributed to local, state, and federal agencies and jurisdictions; recipients of the Central Link EIS; property owners; and other interested individuals. A 30-day comment period was provided to allow the public, agencies, and jurisdictions the opportunity to comment on the EA to Sound Transit and the FTA. A public hearing on the EA was held in SeaTac on June 15, 2005 during the comment period to take oral testimony. Sound Transit received 15 comment letters or public hearing testimonies. These comments, and responses to the comments, are included in Attachment D of this ROD.

BASIS FOR DECISION

PURPOSE AND NEED

The Federal Transit Administration in consultation with Sound Transit (the Central Puget Sound Regional Transit Authority) has determined that the Airport Link extension as put forth in the EA and as described herein meets the purpose and need for the project and the goals established for the project as described and evaluated in each of these documents. The alternative selected for the extension is preferred, because, in working with the Port of Seattle, it was determined that the route optimized the Port's opportunities for future expansion according to its Comprehensive Development Plan, and created the least conflict with the Port's short-term circulation improvements. The alignment on Port of Seattle property minimizes traffic and local business impacts in the City of SeaTac. The Airport Station location was selected, because, in addition to accommodating future Airport expansion plans, its location will cause the least amount of disruption to Airport operations during construction while still providing direct access to the terminal. This station location optimizes access for Airport patrons and employees and residents in the City of SeaTac's future urban center.

The alignment south of the Airport to S. 200th Street along 28th Avenue S. was selected because it has fewer impacts to traffic and businesses than an at-grade route along 28th or an International Boulevard alignment. All alternatives included a station in the same vicinity at S. 200th Street. Commercial uses in the station area primarily cater to airport uses. Much of the area surrounding the commercial corridor is residential.

The evaluation of the alternatives for Segment F/Airport Link and the light rail system as a whole are evaluated in Section 6 of the Central Link EIS, Section 6 of the Tukwila Freeway Route Supplemental EIS, Section 2 of the Initial Segment EA, and Section 2 of the Airport Link EA.

COMMENTS TO AIRPORT LINK EA AND RESPONSES

Sound Transit received 11 comment letters and four people spoke at the public hearing on the EA, for a total of 15 sets of comments. A report containing all the comment letters, hearing testimony and responses to the comments and issues raised are attached to this ROD as Attachment D.

MITIGATION MEASURES TO MINIMIZE HARM

Attachment C, which is incorporated herein by reference, establishes the mitigation measures that are required of Sound Transit under this Airport Link ROD. The mitigation commitments identified were identified in the Airport Link EA.

Implementation of the mitigation measures in Attachment C are material conditions of this Airport Link ROD and will be incorporated in any grant agreement that the FTA may award Sound Transit for the construction of Airport Link.

The Federal Transit Administration finds that with the accomplishment of these mitigation commitments Sound Transit will have taken all reasonable, prudent and feasible means to avoid or minimize impacts from the preferred alternative.

In addition, Sound Transit shall establish a mitigation-monitoring program, to be approved by FTA, which will track, monitor and report the status of the environmental mitigation actions identified in this ROD. The mitigation-monitoring program may, upon approval of FTA, be revised as necessary during the permitting process in order to facilitate implementation of those measures during final design and construction. Under this program, Sound Transit's Link Environmental Manager will conduct regular audits and reviews for compliance with environmental mitigation commitment with corrective actions as may be required.

On a quarterly basis, Sound Transit will submit a Link Environmental Mitigation Program Status Report describing the status of the mitigation-monitoring program to the FTA. Implementation of identified mitigation measures during final design and construction will be the responsibility of Link's Environmental Manager.

DETERMINATIONS AND FINDINGS

Environmental Findings

The environmental record for the Airport Link segment of the Central Link Light Rail Project includes the previously referenced Draft and Final Environmental Impact Statements (December, 1998 and November, 1999, respectively), Tukwila Freeway Route Draft and Final Supplemental EISs (October 2000 and November 2001, respectively), Initial Segment EA (February 2002) and Airport Link EA (May 2005). These documents, all incorporated herein by reference, represent the detailed statements required by NEPA and by 49 U.S.C. Section 5324(b) on:

The environmental impacts of the proposed project;

The adverse environmental effects which cannot be avoided should the proposed project be implemented;

Alternatives to the proposed project; and

Irreversible and irretrievable impacts on the environment which may be involved in the project should it be implemented.

Having carefully considered the environmental record noted above, the mitigation measures as required in Appendix C herein, and the written and oral comments offered by other agencies and the public on this record, the FTA has determined that adequate opportunity was afforded for the presentation of views by all parties with a significant economic, social, or environmental interest, and fair consideration has between given to the preservation and enhancement of the environment and to the interest of the community

in which the project is located; and all reasonable steps have been taken to minimize adverse environmental effects off the proposed project and, where adverse environmental effects remain, there exists no feasible and prudent alternative to avoid or further mitigate such effects.

Endangered Species Act (ESA) Consultation with Resource Agencies

The ESA of 1973, as amended, provides a means to conserve the ecosystems that threatened and endangered species depend on and to provide a program to conserve such species. The ESA requires a federal agency to ensure that any action authorized, funded or carried out by them is not likely to jeopardize the continued existence of any listed species or result in direct mortality or destruction or adverse modification of critical habitat of listed species. This requirement is fulfilled by consultation and review of the proposed actions and mitigation with the appropriate agency responsible for the conservation of the affected species.

The ESA consultation requirements were implemented for the Central Link light rail project by the FTA in consultation with the National Oceanic and Atmospheric Administration, National Marine Fisheries Service (NOAA Fisheries) and U.S. Fish and Wildlife Service (USFWS). NOAA Fisheries indicated that the project's effects on Chinook salmon (*Oncorhynchus tshawytscha*), a threatened species, should be evaluated in a Biological Assessment (BA). Also present in the project area is coho salmon (*Oncorhynchus kisutch*), a candidate species which does not require analysis. However, Sound Transit and the FTA chose to evaluate impacts to coho in case this species becomes listed in the future. NOAA Fisheries identified three species of listed marine mammals potentially occurring in Puget Sound: the endangered humpback whale (*Magaptera novaeangliae*), leatherback sea turtle (*Dermochelys coriacea*), and the threatened Stellar sea lion (*Eumetopias jubatus*). While these three listed marine mammals are not expected to use or occur in the light rail project area, they are discussed in the BA that was prepared for Chinook and coho salmon.

USFWS identified the bald eagle as a listed threatened species, the peregrine falcon as listed endangered species, and the bull trout as proposed threatened species. Bull trout were subsequently listed as threatened species and peregrine falcons were de-listed. A BA for these three species was also prepared.

During the preparation of the BAs, regular informal consultations occurred between NOAA Fisheries, USFWS, FTA, Sound Transit, and biologists working on the BAs, including briefing sessions, telephone updates, and periodic review drafts. The BAs were submitted by the FTA to NOAA Fisheries and USFWS on December 2, 1999. Additionally, BA's for the Tukwila Freeway Route were submitted by the FTA to NOAA Fisheries and USFWS in November 2001 with a recommendation of findings that the project may affect, but not likely to adversely affect endangered or threatened species.

FTA received letters of concurrence for the Central Link project from the USFWS dated April 24, 2000 and NOAA Fisheries dated May 24, 2000. Letters of concurrence for the

Tukwila Freeway Route were received December 10, 2001 from NOAA Fisheries and January 25, 2002 from USFWS. On April 3, 2002, FTA sent letters to USFWS and NOAA Fisheries advising that no further process under the ESA was necessary for the Initial Segment.

On August 31, 2005, FTA transmitted to Sound Transit, with copies to NOAA Fisheries and USFWS, a letter stating that, based on the changes to the Airport Link Project and the ESA evaluation conducted under the FEIS and BAs mentioned above, there is no need to reinitiate consultation for the Airport Link EA. That letter provides reasonable assurance that all requirements of ESA can be met. Therefore, this Airport Link ROD is subject to compliance by Sound Transit with any reasonable and prudent measures, alternatives or mitigation actions as might be included in the Airport Link EA and any concurrence letters or other ESA compliance documentation that NOAA Fisheries and/or USFWS may provide on the Initial Segment project or the Airport Link segment. Therefore, FTA's responsibilities under the ESA for the potential Federal action of awarding a grant for this project have been met.

Magnuson-Stevens Act Finding

The project will not adversely affect Essential Fish Habitat (EFH) as designated by the Magnuson-Stevens Fishery Conservation and Management Act (MSA). The proposed project area includes habitat that has been designated as EFH for various life stages of Pacific salmon. NOAA Fisheries determined that the habitat requirements for the MSA-managed species in the project area are similar to that of the ESA-listed species. The conservation measures developed to address ESA concerns are adequate to avoid, minimize, or otherwise offset potential adverse effects to designated EFH. Conservation recommendations pursuant to MSA (§305(b)(4)(a)) are not necessary.

Section 106 Compliance

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that federal agencies identify and assess the effects of federally assisted undertakings on historic resources, archaeological sites, and traditional cultural properties, and to consult with interested parties to find acceptable ways to avoid or mitigate adverse effects.

To comply with Section 106 regulations, the FTA has consulted with the State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) to determine the project's adverse effects. Consultations were also conducted with interested parties, including the Suquamish, Muckleshoot, and Duwamish Tribes and the City of SeaTac.

No resources eligible for listing on the National Register are adversely affected by the Airport Link project. SHPO concurred with this determination in a letter dated August 10, 2005. The Archaeological Resources Treatment and Monitoring Plan prepared for the Initial Segment will be amended or a new plan prepared to stipulate that, if potentially significant archaeological resources are discovered during Airport Link's construction, additional work would be required to evaluate their significance and to determine if

mitigation measures would be required. Based on the cultural resources analysis and coordination with the Tribes and SHPO, FTA finds that the project will have no effect on any identified or likely cultural or historic resources, and that the Section 106 coordination requirements for this project has been fulfilled.

Section 4(f) Finding

Section 4(f) of the Department of Transportation (DOT) Act of 1966, 49 U.S.C. 303(c) requires that use of land from a significant publicly owned park, recreation area, wildlife and waterfowl refuge, or historic site, be approved and constructed only if: 1) There is no feasible and prudent alternative to the use of the land; and 2) The project includes all possible planning to minimize harm to the site. A 4(f) evaluation must be prepared that describes the affected resources, discusses the direct impacts and the proximity impacts that would substantially impair the use of these resources, and identifies and evaluates alternatives that avoid such impacts and measures to minimize or mitigate for unavoidable adverse effects. FTA included 4(f) evaluations in Appendix E of the Final EIS and Appendix S of the Tukwila Freeway Route Final Supplemental EIS. These evaluations have been provided to the Department of the Interior which has found that appropriate consultation with state and local agencies has occurred and that it has no objection to the approval of the project under Section 4(f).

No 4(f) resource impacts are identified for Airport Link. FTA finds that the proposed project will not use or significantly impact any park or recreational resources protected by Section 4(f) of the USDOT Act of 1966.

Environmental Justice

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations" (February 11, 1994), provides that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations." The Department of Transportation Order (No. 5680.1) to Address Environmental Justice in Minority Populations and Low-Income Populations requires agencies to 1) explicitly consider human health and environmental effects related to transit projects that may have a disproportionately high and adverse effect on minority and low-income populations; and 2) implement procedures to provide "meaningful opportunities for public involvement" by members of these populations during project planning and development. Specifically, the DOT Order states, in part:

> 8.b. In making determinations regarding disproportionately high and adverse effects on minority and low-income populations, mitigation and enhancements measures that will be taken and all offsetting benefits to the affected minority and low-income populations may be taken into account, as well as the design and comparative impacts and the relevant number of similar existing system elements in non-minority and non-low-income areas.

8.c. The Operating Administrators and other responsible DOT officials will ensure that any of their respective programs, policies or activities that will have a disproportionately high and adverse effect on minority populations or low-income populations will only be carried out if further mitigation measures or alternatives that would avoid or reduce the disproportionately high and adverse effect are not practicable. In determining whether a mitigation measure or an alternative is "practicable," the social, economic (including costs) and environmental effects of avoiding or mitigating the adverse effects will be taken into account.

As part of the public project planning process through completion of the Central Link Final EIS, Tukwila Freeway Route Final Supplemental EIS, Initial Segment EA, and Airport Link EA, Sound Transit and FTA implemented meaningful outreach efforts to minority and low-income communities to assure their active participation. The outreach efforts are described in the Environmental Justice analyses included in these environmental documents.

FTA's analysis finds that the project would not have disproportionately high and adverse effects on the minority or low-income populations of the Sound Transit District, as provided under the DOT Order on Environmental Justice, particularly in light of the offsetting benefits to minority and low-income populations. The Airport Link project would provide improved access to transit, reduced travel time, improved accessibility to employment, health care, recreation, shopping, and other amenities, as well as community improvements and potential economic development. Appendix G of the Final EIS, Appendix I of the Tukwila Freeway Route Final Supplemental EIS, Appendix F of the Initial Segment EA, and Appendix F of the Airport Link EA discuss these determinations.

Conformity with Air Quality Plans

The Central Link light rail project, in general, and the Airport Link project in particular, is subject to conformity requirements imposed by the federal Clean Air Act (CAA). The federal CAA (42 U.S.C. 7506(c)) requires that transportation projects conform to the State Implementation Plan (SIP). Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS). Conformity also means that the LPA must be included in a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

Although Airport Link is a transportation project covered by Transportation Conformity, there are proposed associated roadway and other projects designed to enable the light rail project to be undertaken by the Port of Seattle which are not directly related to the transportation aspects of the light rail construction and operation. Such actions also require federal approval from parties including the Federal Aviation Administration (FAA), which would also be responsible for approving the associated roadway and other projects as well as approval of the Airport Layout Plan. This approval of associated projects would be required to show conformance and some of the associated actions would not be subject

to Transportation Conformity, they would be subject to General Conformity. Therefore a General Conformity applicability analysis was conducted to enable comparison of the project-related emissions to the de minimis thresholds for this project pursuant to 40 CFR Part 93, Subpart B.

Analyses discussed in the Final EIS, Tukwila Freeway Route Final Supplemental EIS, and Airport Link EA and the determination of RTP and TIP conformity by the Puget Sound Regional Council demonstrate that the project meets these conformity requirements. Net emissions changed caused by the direct and indirect emissions will remain below the de minimis threshold as specified in the General Conformity regulations. Therefore, a General Conformity determination is not required for this project.

In addition, the proposed Airport Link project meets Transportation Conformity requirements. The project is included in the region's long-range metropolitan transportation plan, Destination 2030, and the 2005-2007 Transportation Improvement Program (PSRC, October 28, 2004), both of which have been found to meet the conformity tests as identified by federal and state conformity regulations.

Further, for carbon monoxide, concentrations analyses at four specific intersections show that the project would not create a new violation of the NAAQS and would not worsen an existing violation. For the project, these intersections still represent "worst case" conditions, and no violations of air standards are predicted. For volatile organic compounds, an emission burden analysis indicated that all of the alternatives would result in slight reductions in daily emissions as compared to the No-build Alternative. At both the regional and "project" level, the project therefore conforms with the SIP and meets all requirements of the state and federal clean air acts.

Floodplains

Pursuant to Executive Order 11988 Floodplain Management issued May 24, 1977 floodplains were assessed within the 100-year floodplains and floodways defined by the Federal Emergency Management Agency (FEMA) as well as for locations with reported flooding problems or within locally managed floodplains. Airport Link does not encroach into the floodplains. New impervious surface (approximately 447,760 square feet, 69,910 of which is non-pollution generating) would be created for the alignment, road improvements, station areas, kiss-and-ride, and park-and-ride lot. FTA is requiring Sound Transit, as part of the mitigation measures under this ROD, to incorporate appropriate compensatory storage in the project during the final design process and other mitigation measures during construction. (See Attachment C.) FTA finds that no adverse impacts to any 100-year floodplains or floodways would occur as a result of the proposed project.

Wetlands

Three major federal laws apply to wetland resources: the National Environmental Policy Act (NEPA), the Clean Water Act, and the Rivers and Harbors Act. NEPA establishes the process for evaluating the environmental impacts of projects such as the Central Link.

This ROD concludes the NEPA process, which included the publication of Central Link Draft and Final EISs, the Draft and Final Tukwila Freeway Route Supplemental EISs, and the Initial Segment and Airport Link EAs by FTA. The Clean Water Act, administered by the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency (EPA), includes two sections applicable to the Link light rail project: Section 404 regulates placement of dredge or fill material into the waters of the U.S. including wetlands. Section 401 ensures that federally permitted projects are consistent with state water quality standards, certification for which is administered by the Washington Department of Ecology. The Rivers and Harbors Act's Section 10 applies to activities in, over, and affecting navigable waters to preserve the navigability of U.S waters. The Corps of Engineers administers the permit process.

FTA prepared a wetland report for the Central Link light rail project consistent with U.S Army Corps of Engineers guidance for conducting wetland determinations and delineations, as described in the Corps of Engineers Wetlands Delineation Manual, referred to as the 1987 manual (Environmental Laboratory 1987). There are no impacts to wetlands from the Airport Link project as evaluated in the EA.

Coastal Zone Management Act

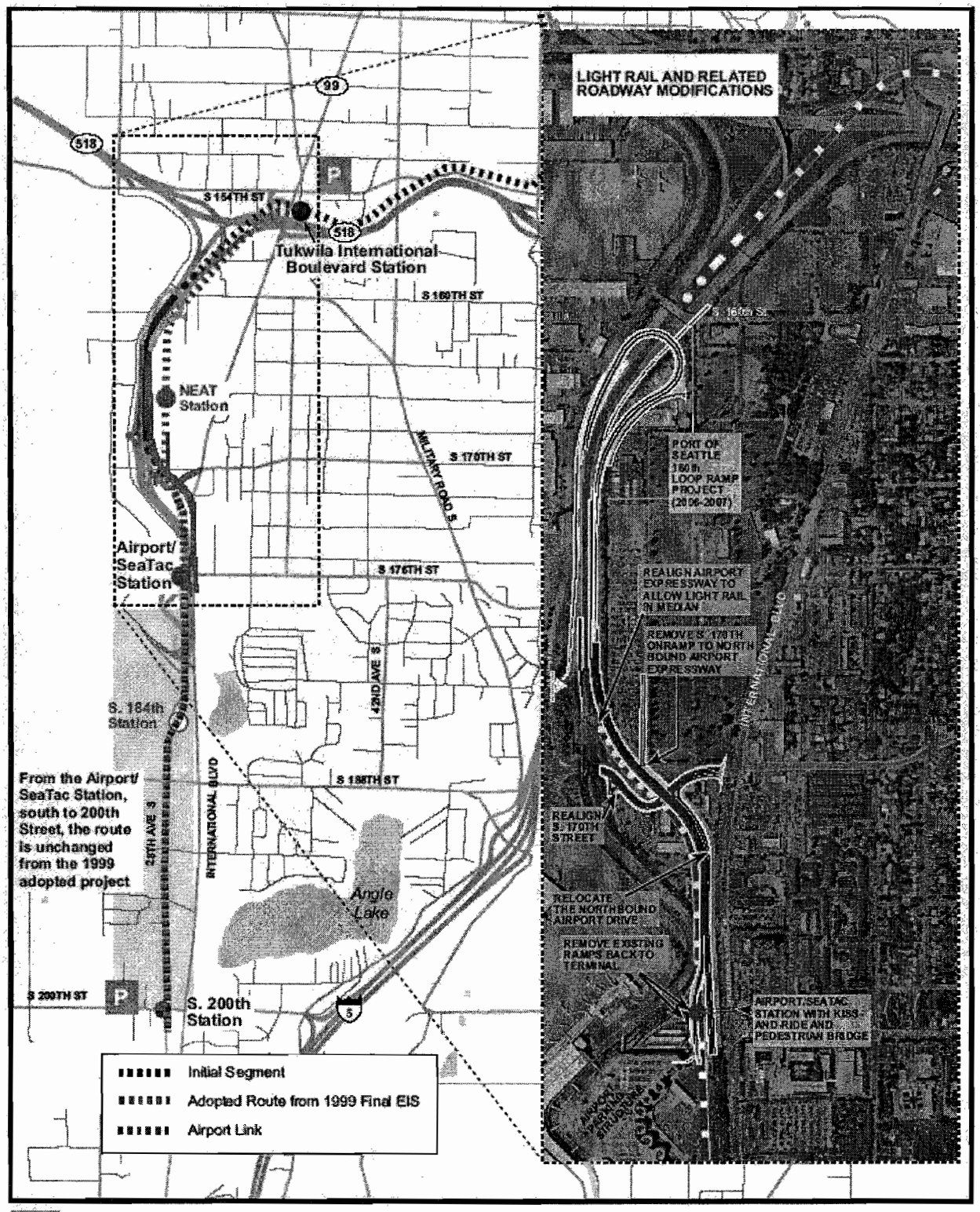
Coastal Zone Management (CZM) certification is required for all federally licensed development including Army Corps of Engineers, Section 10 and Section 404 permits, and U.S. Coast Guard Bridge permits. In Washington State, the project proponents prepare the Coast Zone Certification and submit it to the Washington State Department of Ecology (WDOE) to review. WDOE reviews the information based on state environmental and shoreline requirements. Before WDFOE issues CZM certification, they require approved water quality certification (which is done by WDOE) and shoreline permits from the local jurisdictions. Consistency with CZM will be demonstrated no later than ninety days before the start of the proposed project. Sound Transit is required to comply with all CZM requirements.

Linda M. Gehrke Date 13 September 2005

R. F. Krochalis, Regional Administrator
Region X
Federal Transit Administration

ATTACHMENT A

Map of Locally Preferred Alternative


LIGHT RAIL AND RELATED ROADWAY MODIFICATIONS
99
518
S 154TH ST
Tukwila International Boulevard Station
S 160TH ST
NEAT Station
MILITARY ROAD S
S 170TH ST
Airport/ SeaTac Station
S 176TH ST
42ND AVE S
S. 164th Station
INTERNATIONAL BLVD
S 188TH ST
From the Airport/ SeaTac Station, south to 200th Street, the route is unchanged from the 1999 adopted project
Angle Lake
S 200TH ST
S. 200th Station
5
PORT OF SEATTLE 160th LOOP RAMP PROJECT (2006-2007)
REALIGN AIRPORT EXPRESSWAY TO ALLOW LIGHT RAIL IN MEDIAN
REMOVE S 170TH ONRAMP TO NORTH BOUND AIRPORT EXPRESSWAY
INTERNATIONAL BLVD
REALIGN S 170TH STREET
RELOCATE THE NORTH BOUND AIRPORT DRIVE
REMOVE EXISTING RAMPS BACK TO TERMINAL
AIRPORT/SEATAC STATION WITH KISS AND RIDE AND PEDESTRIAN BRIDGE
Initial Segment
Adopted Route from 1999 Final EIS
Airport Link

SOUNDTRANSIT

0 1,250 2,500
FEET

Elevated
At Grade
Retained Cut-Fill

Potential Station
Park and Ride
Station
S. 160th Street Loop Ramp Project

Port of Seattle Project
Airport Link Project Element
Related Roadway Improvements

Attachment A: Locally Preferred Alternative

ATTACHMENT B

Alternatives Considered

Alternatives Considered

The preferred alternative, and other alternatives in the segment (see Figures B-1 and B-2), previously known as Segment F in the Central Link Final EIS, would serve the City of SeaTac urban center and Sea-Tac Airport. The SeaTac segment extends from the southern terminus of the Initial Segment at the Tukwila International Boulevard Station at S. 154th Street to S. 200th Street.

The evaluation of the alternatives for Segment F/Airport Link are evaluated in Section 6 of the Central Link EIS and Section 2 of the Airport Link EA.

F5-North Airport Expressway (Preferred Alternative)

The route begins as an elevated structure leaving the Tukwila International Boulevard Station, crossing over State Route (SR) 99/International Boulevard and SR 518, and transitions to at-grade between the northbound and southbound North Airport Expressway. The route then continues on a retained fill alignment to cross S. 170th Street, becoming elevated again curving east toward International Boulevard to an elevated Airport/SeaTac Station near the intersection with S. 176th Street. South of the station, it would continue elevated along the west side of International Boulevard, turning southwest to cross S. 188th Street, and continuing elevated along the east side of 28th Avenue S. to a station and park and ride lot at S. 200th Street.

This alternative requires revision of portions of the terminal roadway system. The existing northbound North Airport Expressway would be realigned to the east (see Figure B-1). In addition, a short segment of the southbound North Airport Expressway north of S. 170th Street would be realigned. The relocation of the North Airport Expressway includes two bridges, embankment, retaining walls, new and relocated utilities, and construction of an airfield access tunnel. S. 170th Street would be relocated, requiring a new off-ramp from the northbound expressway onto S. 170th Street and removal of the existing on-ramp from S. 170th Street to the northbound expressway. The northern parking garage entrance and exit would be relocated. Three return-to-terminal ramp bridges on airport property would be demolished, potentially requiring the addition of a fifth lane on the northbound North Airport Expressway between the exit ramp from the parking garage to the S. 160th Street loop ramp.

This alternative includes two stations and a kiss-and-ride:

- Airport/SeaTac Station – The Airport/SeaTac Station is an elevated station located adjacent to the northeast end of the existing main terminal parking structure, with a station mezzanine at the same level as the fourth level of the main terminal parking structure. A pedestrian bridge at the mezzanine level of the station would connect the elevated station with the main terminal via a dedicated pedestrian passageway through the parking garage. The station would also have an elevated pedestrian bridge at the

mezzanine level of the station crossing to the east side of International Boulevard, where an entrance building would include stairs and elevators.

- International Boulevard/S. 176th Street Kiss-and-Ride – This is an off-street passenger drop off and pick up facility for light rail patrons located adjacent to a transit plaza leading to access points to the elevated station.

- S. 200th Street Station – The elevated station would straddle S. 200th Street and include provisions for leasing or providing 630 park-and-ride spaces on the adjacent property in a two to four story structure. Bus transfer areas are to be located to the north of S. 200th Street, with entrance driveways accessible from International Boulevard and S. 200th Street. The elevated platform would provide a pedestrian overpass over S. 200th Streets.

The preferred alternative is 3.7 miles in length: 1.7 miles from the Tukwila International Boulevard Station to the Airport Station and 2.0 miles from the Airport Station to the S. 200th Street Station. The estimated travel time for the entire length of the preferred alternative is approximately 7 minutes, or 2.63 minutes between the Tukwila International Boulevard Station to the Airport Station and 4.43 minutes from the Airport Station to the S. 200th Street Station. The preferred alternative length is slightly longer than the previous preferred alternative in the 1999 EIS, which was in the mid range of length for all alternatives considered.

Excerpt from Central Link Final EIS, November 1999.

Alternative F2.3–Washington Memorial Park, Elevated east of 28th Avenue S.

Alternative F2.3 would be elevated along Tukwila International Boulevard from 152nd Street, continuing southwest to cross over SR 518 west of Washington Memorial Park, and connect to the Airport's proposed North End Airport Terminal (NEAT) and Intermodal Center (IMC). It would then continue elevated along the west side of International Boulevard, crossing S. 188th Street and continuing south along the east side of 28th Avenue S. to S. 200th Street. Three stations are proposed, with one alternative station and another potential station.

- North SeaTac – Option B is an elevated station located north of S. 154th Street and west of International Boulevard, with a 670-stall park-and-ride facility southeast of the intersection. Option F is an elevated station and 260-stall park-and-ride at the northeast corner of the S. 154th Street/International Boulevard intersection, and Option G is an elevated station and 454-stall park-and-ride at the northwest corner of the intersection.

- North Central SeaTac – Option C is an elevated station at IMC, with a planned people mover connection to the existing airport terminal and future NEAT. A future Personal Rapid Transit station could be accommodated at that site. An alternative

station would be located at the NEAT (Option D) with a direct pedestrian connection to NEAT, and people mover access to the existing Sea-Tac Airport terminal and the IMC.

- South Central SeaTac – This is a potential elevated station at S. 184th Street on the west side of International Boulevard.

- South SeaTac – Both options E and F have a 630-stall parking garage. Option E has an elevated station south of S. 200th Street. Option F has an elevated station over and north of S. 200th Street, and both options would include bus transfer areas. Options C and D could also combine with F2.3 but are evaluated with Alternative F4. A traction power substation would be sited near the station.

Alternative F1–International Boulevard in Median

This route would include the light rail tracks at-grade in the median of International Boulevard, either coming from the north over SR 518 on a new or widened existing bridge (Alternative E1) or from the east along SR 518 (Alternative E2 or E3). From SR 518, the route would continue in the International Boulevard median to S. 200th Street, and as a tail track to approximately S. 204th Street. As requested by the City of SeaTac, the existing lane configuration of International Boulevard would be maintained, with additional landscaping provided. All stations would be in the median. This requires expanding the street right-of-way approximately 30 ft to the east in the northern section.

The three to four stations considered along this route were:

- North SeaTac – A potential at-grade station in the median of International Boulevard, located at S. 154th Street (Option A with Alternative E1.1, and Option B with Alternative E.1.2), or at S. 160th Street (Option C with Alternatives E2 or E3).

- North Central SeaTac – An at-grade station at International Boulevard and S. 170th Street near the Radisson Hotel site, with pedestrian connections to the Port of Seattle's proposed IMC, the airport people-mover system, and the North End Airport Terminal (NEAT).

- South Central SeaTac – An at-grade station in the median of International Boulevard, east of the main terminal, with a pedestrian underpass connection to the SeaTac City Center on the east side of International Boulevard. A future connection to a station for the City of SeaTac's planned Personal Rapid Transit (PRT) system could be accommodated.

- South SeaTac – An at-grade station in the median of International Boulevard north of S. 200th Street, with a 400- to 950-stall surface park-and-ride facility.

Alternative F2.1 - Washington Memorial Park, City Center West
Alternative F2.2 - Washington Memorial Park, City Center East

The north section of both Alternatives F2.1 and F2.2 would begin with a transition to an elevated trackway following either Tukwila International Boulevard from the north (Option A) or SR 518 from the east (Option B), depending on which alternative is selected for Segment E. The route would be elevated on the western side of International Boulevard, and would return to grade between S. 152nd and S. 154th streets along the west property line of Washington Memorial Park cemetery. The light rail trackway would be elevated from north of S. 170th Street and continue elevated on a structure to the Port's proposed IMC at the Radisson Hotel just south of S. 170th Street. The route would then cross over International Boulevard on structure to a Central SeaTac station east of International Boulevard, before continuing along the east side of International Boulevard to south of the airport terminal. The route would then cross to the west side of International Boulevard on an elevated structure and continue southwest, following the existing right-of-way of Air Cargo Road/28th Avenue S., passing over S. 188th and S. 192nd streets. The tracks would return to grade at approximately S. 193rd Street and would continue at-grade in the 28th Avenue S. right-of-way, to be vacated through the S. 200th Station.

Alternative F2.2 would be the same as F2.1, except that the City Center station would be located about one-quarter mile east of International Boulevard, adjacent to the west right-of-way line of 32nd Avenue S., and centered on the intersection with S. 180th Street. As the trackway continues southwest it would cross the northern end of Bow Lake before going elevated over International Boulevard on its way eastward to the 28th Avenue S. route.

Three stations were evaluated along these routes:

- North Central SeaTac – Option C is an elevated station at the Port's proposed IMC south of S. 170th Street at Radisson Hotel, with a direct pedestrian walkway and/or airport people-mover connection to the airport terminal. A future Personal Rapid Transit station could be accommodated.

- South Central SeaTac – Alternative F2.1 would have an elevated station at City Center West adjacent to the east side of International Boulevard at S. 180th Street, with pedestrian overpass across International Boulevard. Alternative F2.2 would include a station at City Center East near 32nd Avenue S.

- South SeaTac – Option B is an at-grade station in the center of 28th Avenue S., north of S. 200th Street, with 400-to 850-surface park-and-ride stalls in two lots. Bus transfer areas would be provided.

Alternative F3.1–West Side of International Boulevard, East of Parking Structures
Alternative F3.2–West Side of International Boulevard, Main Terminal

Both alternatives would include an elevated trackway along the west side of International Boulevard north of the airport. The route would continue south with an elevated profile. There would be an elevated South Central SeaTac Station in the open area between the

airport parking garage and International Boulevard. Alternative F3.1 would continue along the west side of International Boulevard, while Alternative F3.2 would turn west on an elevated structure above the airport drives at the main terminal, and its elevated station would be located between the parking garage and the airport terminal. South of the terminal, F3.2 would turn southwest into the proposed south airport access road, then onto the 28th/24th Avenue S. right-of-way (south of S. 188th) and follow the route of Alternative F2 to the southern terminus of the light rail line and tail track at S. 200th Street.

Three to four stations were considered along these routes:

- North SeaTac – Alternative F3.1 would not have a North SeaTac Station. Alternative F3.2 would have an elevated station, near S. 154th Street, (Option B), or Option D near S. 160th Street if either the Alternative E2 or E3 routes were selected.

- North Central SeaTac – Both alternatives would use Option B, an elevated station on the west side of International Boulevard south of S. 170th Street near the Radisson Hotel, with direct pedestrian connections to the IMC and airport people-mover system. A future station for the City's planned Personal Rapid Transit system could be accommodated.

- South Central SeaTac – Both Alternatives F3.1 and F3.2 would have elevated stations in the vicinity of the airport terminal. Alternative F3.2 would use Option A above the airport terminal arrivals drive (between the terminal and parking garages) with pedestrian connections on the airport access drives and International Boulevard to SeaTac City Center. Alternative F3.1 would use Option B between the terminal parking garages and International Boulevard.

- South SeaTac – Both alternatives would have an at-grade station in the center of 28th Avenue S., north of S. 200th Street, with 400- to 850-surface park-and-ride stalls in two facilities, and bus transfer areas.

Alternative F3.3–West side of International Boulevard, Intermodal Center

This route begins at grade north of S. 148th Street in the median of International Boulevard, and is elevated approaching S. 152nd Street. Streetscape and landscape improvements are incorporated throughout the roadway segment where light rail is in the median. The route moves to the west side of International Boulevard at S. 154th Street, and continues along the west side, with landscape improvements and roadway modifications, from near the 16200 block to 170th Street S. The route turns southwest from International Boulevard to Airport Cargo Road, and is on the same route as F2.3 from S. 188th to the terminus at S. 200th Street. Three stations were evaluated:

- North SeaTac – Option B with an elevated station at 154th Street.

- North Central SeaTac – Option B is an elevated station on the west side of International Boulevard south of S. 170th Street near the Radisson Hotel/NEAT site.

- South SeaTac – Options E and F, as in Alternative F2.3.

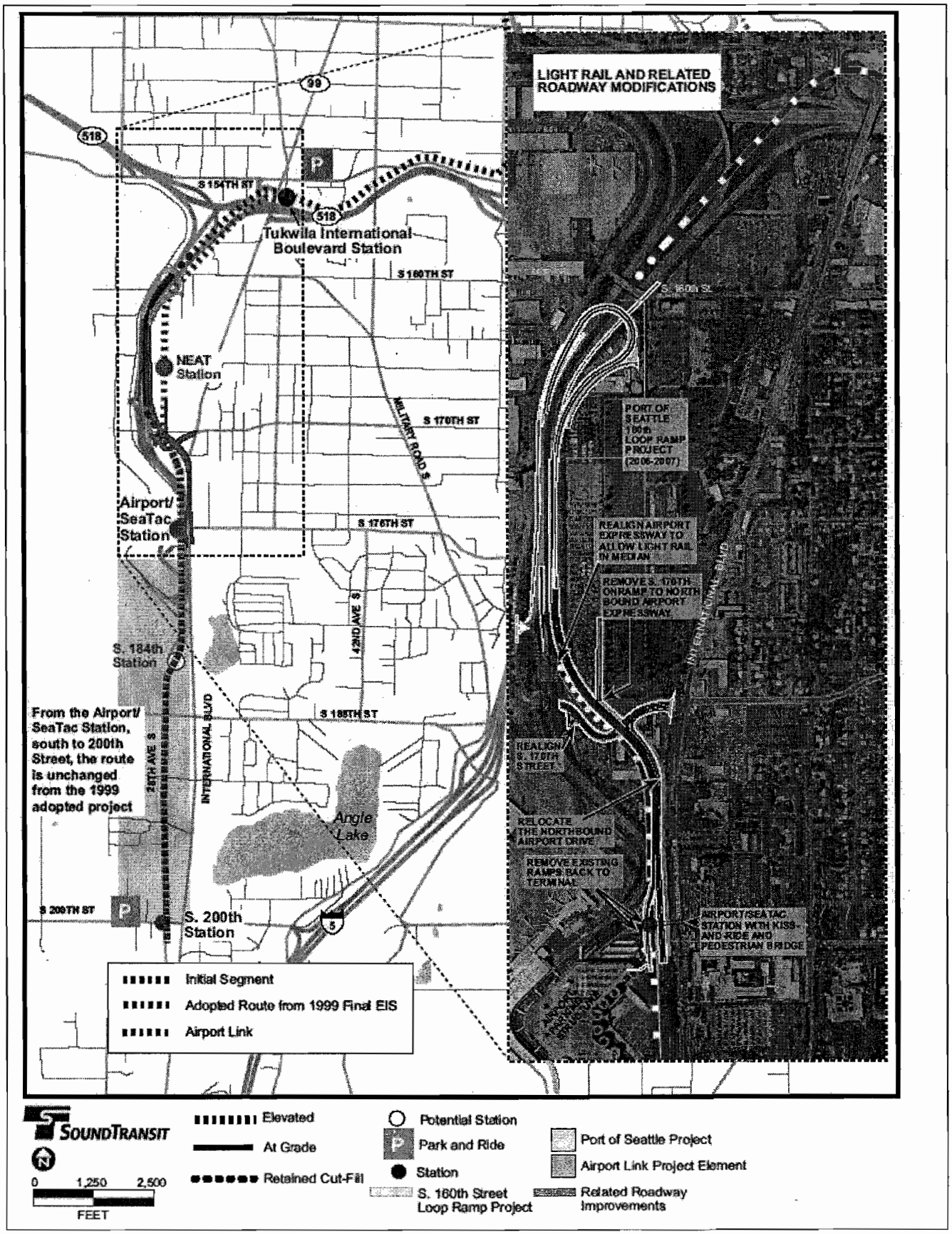
Alternative F4–International Boulevard to 28th/24th

Alternative F4 is at grade in the median of International Boulevard from 150th Street, transitioning to elevated approaching S. 160th Street, and then moving to the west side of International Boulevard at 170th Street S., continuing to the 18000 block, where it turns southwest to Airport Cargo Road, following the same route as Alternative F2.3. Three stations would be provided:

- North SeaTac at S. 154th Street – Option A is an at-grade station in the median of International Boulevard, with a 350-stall park-and-ride.

- North Central SeaTac – Option B is an elevated station on the west side of International Boulevard south of S. 170th Street, with direct pedestrian connections to the airport terminal.

- South SeaTac – Options C and D are for elevated stations at S. 200th Street, with a 630-stall parking garage and a potential bus/transit facility.


LIGHT RAIL AND RELATED ROADWAY MODIFICATIONS
Tukwila International Boulevard Station
NEAT Station
Airport/ SeaTac Station
S. 184th Station
S. 200th Station
S 154TH ST
S 160TH ST
S 170TH ST
S 176TH ST
S 188TH ST
S 200TH ST
MILITARY ROAD S
42ND AVE S
INTERNATIONAL BLVD
28TH AVE S
Angle Lake
From the Airport/ SeaTac Station, south to 200th Street, the route is unchanged from the 1999 adopted project
PORT OF SEATTLE 160th LOOP RAMP PROJECT (2006-2007)
REALIGN AIRPORT EXPRESSWAY TO ALLOW LIGHT RAIL IN MEDIAN
REMOVE S. 176TH ON RAMP TO NORTH BOUND AIRPORT EXPRESSWAY
REALIGN S. 176TH STREET
RELOCATE THE NORTHBOUND AIRPORT DRIVE
REMOVE EXISTING RAMPS BACK TO TERMINAL
AIRPORT/SEATAC STATION WITH KISS-AND-RIDE AND PEDESTRIAN BRIDGE
Initial Segment
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0 1,250 2,500
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Potential Station
Park and Ride
Station
S. 160th Street Loop Ramp Project
Port of Seattle Project
Airport Link Project Element
Related Roadway Improvements

Figure B-1: Airport Link EA/Current Preferred Alternative

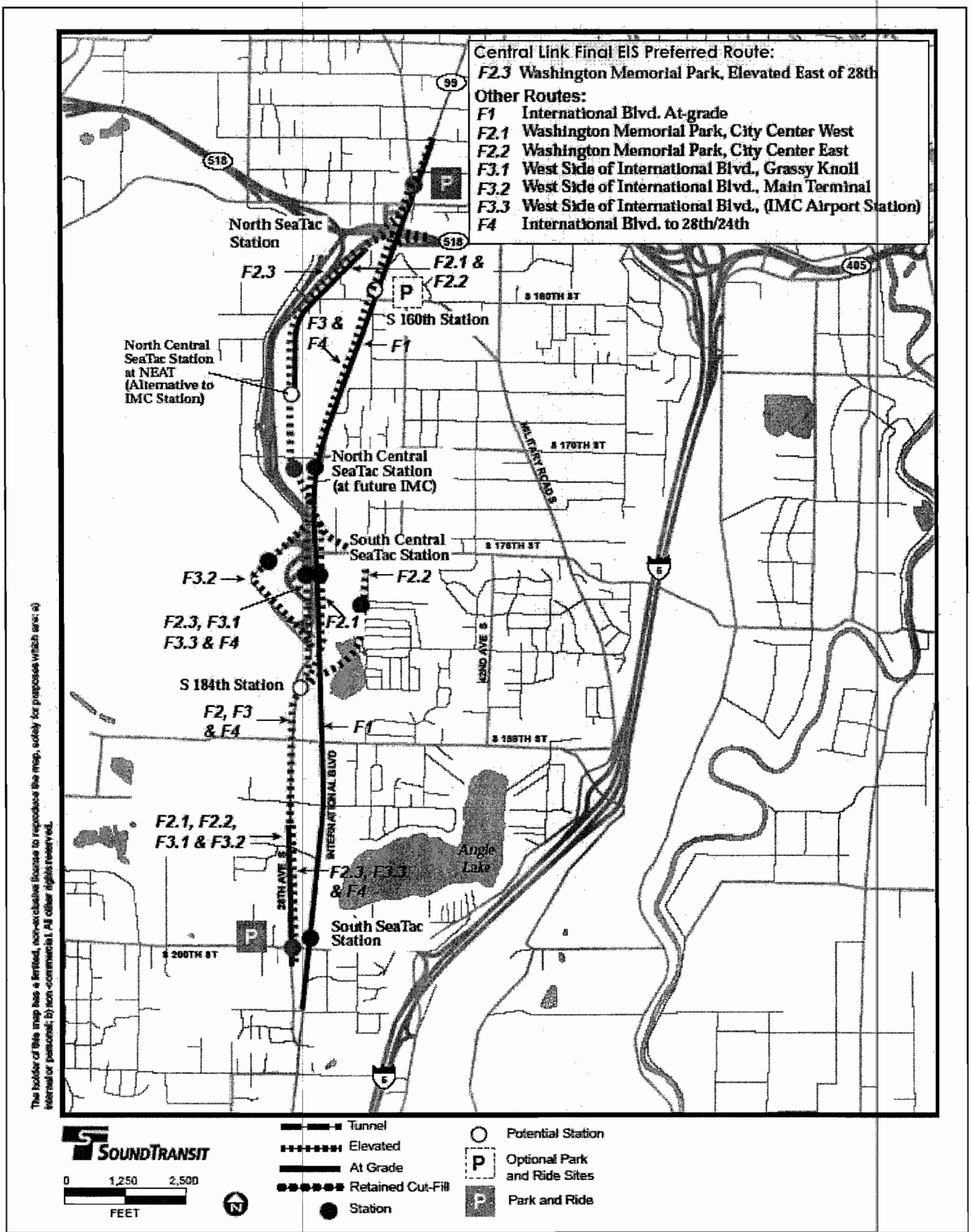

Figure B-2: Other Alternatives

ATTACHMENT C

Summary of Required Mitigation Measures

Record of Decision
ATTACHMENT C
Summary of Required Mitigation Measures

For the Airport Link Segment of the
Central Link Light Rail Transit Project

August 2005

Introduction

This attachment lists the mitigation commitments made by the Federal Transit Administration (FTA) and Sound Transit for the Airport Link Segment[1] of the planned Central Link Light Rail Project. This list is provided in the Record of Decision (ROD) to facilitate the monitoring of the implementation of the mitigation measures and to give a sense of the nature of the mitigation actions and associated impacts.

The mitigation commitments identified for the Airport Link project in the FTA this ROD shall and must be implemented by Sound Transit if the project proceeds with FTA financial assistance. These mitigation measures are now incorporated into the definition of the project, and Sound Transit shall implement them, provide funding for their implementation, or ensure that other agencies fund and implement them (although this would not alleviate Sound Transit's overall responsibility for implementation). Sound Transit is prohibited from withdrawing or substantially changing any of the mitigation commitments identified in the ROD for the project without express written approval by FTA. In addition, any change to the project that may involve new or changed environmental or community impacts not yet considered in the existing environmental record must be reviewed in accordance with FTA environmental procedures (23 CFR Part 771) and approved by FTA.

Mitigation measures associated with the operation of the project are described first in Section 1 of this Attachment. Mitigation measures associated with the construction of the project are described in Section 2. Airport Link consists of two segments: Tukwila International Boulevard through the Airport Station and from Airport Station south to the S. 200th Station. Mitigation for impacts by subject area is discussed separately by segment. Mitigation associated with a particular segment will only be implemented with construction or operation of that particular segment. The program for monitoring the implementation of the mitigation measures is described at the end in Section 3.

1 Operational / Long-Term Mitigation

1.1 Transportation

1.1.1 Common to both segments

Parking

[1] The mitigation measures provided herein apply to the Airport Link Segment of the Central Link LRT System that is the subject of the ROD of August 2005 and runs from the Initial Segment Tukwila International Blvd. Station in Tukwila interim terminus to S. 200th Street in SeaTac. The unqualified term "project" used in this Attachment refers to this Airport Link Segment. Whenever the longer Central Link Light Rail Project that includes more than the Airport Link segment is the subject, the name of that larger Central Link LRT will be fully spelled out.

Sound Transit will work with the City of SeaTac to determine if and when measures to discourage on-street hide-and-ride parking in the vicinity of stations will be needed.

Off-street parking displacements due to partial property acquisitions will compensated or replaced according to section 1.3, Acquisitions, Displacements and Relocations below.

Non-motorized Transportation and Traffic

Sound Transit will work with the City of SeaTac and King County Metro to determine the need and, if needed, the inclusion of direct Airport Station access from the west side of International Blvd.

Sound Transit will work with the Port of Seattle to determine the need for a mechanized people-mover between the Airport Station and the SeaTac Airport terminal building and, if needed, its inclusion in the project.

1.1.2 Tukwila International Boulevard through Airport Station

No significant impacts have been identified during operation beyond potential hide-and-ride parking and no additional mitigation is necessary.

1.1.3 Airport Station south to the S. 200th Street Station

Traffic Operations

To mitigate impacts to the International Blvd./S. 200th Street intersection, Sound Transit will work with the City of SeaTac to determine appropriate improvements for mitigation. Possible improvements include:

- adding a second southbound left-turn lane by the year 2015 or when the extension to 200th is constructed if after 2015,
- adding a second westbound left-turn lane by 2030, and
- extending the left-turn pocket storage by approximately 500 feet to mitigate the queue lengths until the additional westbound left-turn lane is constructed.

Parking

Sound Transit will minimize airport passenger and employee use of the Tukwila International Boulevard and S. 200th Street Station park-and-rides through

- strict enforcement of a no overnight parking policy
- signage indicating that parking is for the exclusive use of light rail system patrons only, and
- closing the park-and-ride during late evening/early morning hours when there is no light rail service.

1.2 Land Use

Mitigation for land use and economic impacts would be provided through relocation assistance as described in section 1.2.3.

1.3 Acquisitions, Displacements and Relocations

1.3.1 Common to both segments

Sound Transit will contact all property owners whose property will be directly affected to answer questions and provide additional information about relocation assistance services, payments, and reimbursement eligibility. Sound Transit's relocation assistance advisory services will include, but not be limited to, measures or services necessary or appropriate to determine relocation needs and preferences of each household, business, and nonprofit organization to be displaced. Sound Transit will seek to provide current available information on the availability, purchase prices, and rental costs of comparable replacement dwellings.

Sound Transit will compensate affected property owners according to the provisions specified in Sound Transit's adopted Real Estate Property Acquisition and Relocation Policy, Procedures, and Guidelines. Sound Transit will comply with the appropriate provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and Uniform Relocation Act Amendments of 1987 and the State of Washington's relocation and property acquisition regulations (Washington Administrative Code [WA] 468-100). These benefits vary depending on the level of impact, available options, and other factors.

Private property owners whose entire or partial property is acquired by Sound Transit will receive just compensation for their land and improvements. Just compensation is an amount not less than the market value of the property acquired, including damages or benefits to the remaining property.

Sound Transit will pay for all normal expenses of sale, including escrow fees, title insurance, prepayment penalties, mortgage release fees, recording fees, and all typical costs incurred incident to conveying title. The sale will be exempt from real estate excise tax and no real estate commissions are involved. All funds remaining at the end of sale closing will be released to the seller. Other benefits and compensation may include, as appropriate, payment of residential moving expenses and replacement housing payments, nonresidential moving expenses, and reestablishment expenses.

Compensation for use of Port of Seattle and Washington State Department of Transportation property will be according to agreements between Sound Transit and those agencies. Port employees in the former bank building on International Boulevard will be relocated in coordination with the Port of Seattle under the terms and conditions specified in the MOA between Sound Transit and the Port of Seattle.

1.4 Neighborhoods

Specific mitigation for impacts to neighborhood quality of life, social interaction, and safety and security, are described in detail in other sections of this mitigation plan (transportation, displacements, visual resources, air quality, and noise).

1.5 Visual Resources and Aesthetics

1.5.1 Common to both segments

No significant impacts have been identified during operation and no mitigation is necessary.

1.6 Air Quality

No significant impacts have been identified during operation and no mitigation is necessary.

1.7 Noise and Vibration

1.7.1 Common to both segments

Sound Transit will provide reasonable and feasible noise mitigation in an effort to reduce noise levels at properties identified with noise impacts attributed to Airport Link to below the FTA or city of SeaTac criteria, as applicable. The main form of noise mitigation for transit projects is to install noise barriers along the elevated guideways or park-and-ride facilities in affected areas. In accordance with Sound Transit policy, if noise walls are not considered a reasonable and feasible form of noise mitigation, sound insulation of impacted structures may also be considered.

1.7.2 Tukwila International Boulevard through Airport Station

Sound Transit will install noise barriers along the elevated guideway structure adjacent to the Corinthian Apartments.

1.7.3 Airport Station south to the S. 200th Street Station

The noise impacts identified at a cluster of single family residences located immediately south of S. 192nd St. and at the swimming pool at the Hampton Inn will be mitigated through the installation of a noise barrier along the east side of the elevated structure along 28th Avenue S. A noise barrier will also be installed along the S. 200th Street Station park-and-ride west property line.

1.8 Ecosystems

No significant impacts have been identified during operation and no mitigation is necessary.

1.9 Water Resources

1.9.1 Common to both segments

Sound Transit will provide stormwater detention and water quality treatment facilities to meet the requirements of applicable federal, state, and local rules, regulations and permits.

1.9.2 Tukwila International Boulevard through Airport Station

Sound Transit will coordinate with the Port of Seattle on possible use of Port-owned existing or planned facilities for stormwater detention and treatment.

1.10 Energy

No significant impacts have been identified during operation and no mitigation is necessary.

1.11 Geology and Soils

No significant impacts have been identified during operation and no mitigation is necessary.

1.12 Hazardous Materials

1.12.1 Common to both segments

Sound Transit will comply with applicable federal and state regulations governing activities involving dangerous, hazardous, and toxic substances.

1.13 Electromagnetic Fields

No significant impacts have been identified during operation and no mitigation is necessary.

1.14 Public Services

1.14.1 Common to both segments

Sound Transit will implement its Safety and Security Management Plan (2001), which involves the continual development and reevaluation of safety and security procedures throughout project design, construction, and operation. Such evaluations include an assessment of the need to provide security personnel at stations and park-and-rides, and a determination of who would provide the service. Developing and implementing design criteria, training programs, and implementation procedures would be an ongoing process in concert with the Fire/Life Safety Committee, which includes representatives of the Port of Seattle, Port of Seattle police and fire departments, King County Metro, City of SeaTac police and fire departments, and Sound Transit safety and security specialists. Sound Transit will involve the Fire/Life Safety Committee throughout design, construction, and operation. The Fire/Life Safety Committee's work includes an evaluation of the need for specialized equipment and training to respond to emergencies and security concerns within the system. Crime prevention through environmental design (CPTED) features and security measures, such as closed-circuit television, minimizing the number of platforms, and providing alarm systems, will be incorporated into the project as necessary to minimize impacts. Light rail trains will be equipped with intelligent traffic control technology in coordination with local fire and transportation departments. Security personnel could also be provided to rove between stations.

1.15 Utilities

1.15.1 Common to both segments

Based on design measures and coordination with utility providers, impacts to utilities during light rail operation would be minimal. Sound Transit will continue to work with utility providers to minimize any potential service interruptions and conserve resources. Sound Transit will comply with applicable ordinances and procedures to prevent or minimize potential operational impacts on utilities.

1.16 Historic and Archaeological Resources

No historic or archaeological resources are affected within the project's Area of Potential Effect, and no mitigation is necessary during operation.

1.17 Parklands

No parklands are affected by the project, and no mitigation is necessary.

2 Construction / Short-Term Mitigation

2.1 Transportation

2.1.1 Common to both segments

Traffic Operations

Sound Transit will comply with local regulations governing construction traffic control and construction truck routing. Sound Transit will finalize detailed construction plans in coordination with the Port of Seattle, local jurisdictions, WSDOT, King County Metro, and other affected agencies and organizations as appropriate. Mitigation measures for traffic and freight impacts due to light rail construction will include the following practices.

- Coordinate with King County Metro Transit to minimize construction impacts and disruptions to bus facilities and service. Post informative signage before construction at existing transit stops that would be affected by construction activities.
- Follow standard construction safety measures, such as installation of advance warning signs, highly visible construction barriers, and the use of flaggers.
- Post signs prior to construction as appropriate in areas where surface construction activities would affect access to surrounding businesses.
- Coordinate street sweeping services in construction areas with construction activity, particularly areas with surrounding residential and retail development.
- Use lighted or reflective signage to direct drivers to truck haul routes to ensure visibility during nighttime work hours.
- Use temporary reflective truck prohibition signs on streets with a high likelihood of cut-through truck traffic.
- Cover trenches during non-construction hours, and use precast concrete barriers to protect drivers where appropriate.
- Develop a multimedia public information program to provide information regarding street closures, hours of construction, business access, and parking impacts.

Parking

- Provide construction workers designated parking on- or off-site, as possible, to minimize neighborhood parking impacts.
- Provide temporary parking to mitigate loss of private off-street parking due to construction staging or work activities, as appropriate.

2.2 Land Use, Economics, and Neighborhoods

2.2.1 Common to both segments

Sound Transit will develop and implement a construction outreach plan that will provide that local residents and businesses are informed about potentially major disruptions such as temporary street closures, out of the ordinary construction noise, vibration, light or glare; changes in transit service; and parking availability. In addition, Sound Transit will.

- minimize construction-related noise, vibration, dust, and dirt impacts through appropriate construction scheduling methods, particularly to minimize impacts during periods of increased sensitivity, such as evenings for residences and hotels
- provide business cleaning services as needed on a case-by-case basis and
- provide a project-specific 24-hour hotline monitoring center that provides telephone access for the public to get construction information and to make complaint and incident reports.

2.3 Visual Resources and Aesthetics

2.3.1 Common to both segments

Sound Transit will shield and aim construction light sources to block direct views from residential areas and reduce spillover lighting.

2.4 Air Quality

2.4.1 Common to both segments

Sound Transit will comply with applicable Puget Sound Clean Air Agency air quality regulations, which require using best available control technology to control fugitive dust emissions such as

- Using water spray as necessary to prevent visible dust emissions-particularly during demolition of brick or concrete buildings by mechanical or explosive methods.
- Minimizing dust emissions during transport of fill material or soil by wetting down, covering loads, or other measures.
- Keeping all construction machinery engines in good mechanical condition to minimize exhaust emissions.
- Covering materials, debris, and soil.

In addition, Sound Transit will

- promptly clean up spills of transported material on public roads by frequent use of a street sweeper machine.
- route and schedule high volumes of construction trucks to reduce delays to traffic during peak travel times as practical to reduce air quality impacts cause by a reduction in traffic speeds.

- evaluate additional mitigation such as more frequent cleaning or replacement of the building's air conditioning system filters or more frequent exterior dust and particulate control measures as appropriate where businesses with unusually high air quality requirements are located adjacent to high dust-generating construction activities.

2.5 Noise and Vibration

2.5.1 Common to both segments

Noise

Sound Transit will

- limit the operation of construction equipment, where feasible, near occupied dwellings at night (10:00 pm to 7:00 am) or on Sundays or legal holidays.
- use noise barriers as necessary around noise-generating equipment near sensitive receivers.
- require all engine powered equipment to have mufflers installed according to the manufacturer's specifications, and all equipment will be required to comply with equipment noise standards of the U.S. EPA.
- limit activities as practical that would produce the highest noise levels, such as hauling, jack hammering, and the use of demolition equipment, to daytime hours of 8:00 am to 5:00 pm near sensitive receivers or when disturbance to sensitive receivers would be minimized.
- schedule construction activities in an effort to limit impacts on residences and local area businesses and seek to avoid the most noise intensive construction techniques where possible.
- A variance will be requested from the city if construction activities exceeding nighttime noise regulations are needed.

Vibration

Sound Transit will include specifications in the construction contract that includes vibration monitoring of all activities that may produce vibration levels at or above 0.5 inches-per-second whenever there are structures or sensitive equipment located within 50 feet of the most intensive vibration-producing activity. In these locations, alternative construction approaches will be considered to minimize vibration.

2.6 Ecosystems

2.6.1 Common to both segments

Managing stormwater in accordance with applicable regulations will avoid ecosystem impacts.

2.7 Water Resources

2.7.1 Common to both segments

Sound Transit will employ best management practices (BMPs) to minimize water quality degradation from erosion and sedimentation and the release of pollutants during construction in accordance with applicable rules, regulations, and permits.

2.8 Energy

No significant impacts have been identified during construction and no mitigation is necessary.

2.9 Geology and Soils

No significant impacts have been identified during construction and no mitigation is necessary beyond those identified in sections 2.5.1 and 2.7.1.

2.10 Hazardous Materials

2.10.1 Common to both segments

- Sound Transit will comply with federal and state regulations governing activities involving dangerous, hazardous, and toxic substances.

- Sound Transit will require the contractor to provide a formalized health and safety plan and contaminated soil and materials handling plan before construction work begins.

2.12 Public Services

2.12.1 Common to both segments

- Sound Transit will require the contractor to provide advance notice to fire, police, and emergency medical services of construction plans, traffic detours, and road closures.
- Sound Transit will work with the Fire/Life Safety Committee to ensure reliable emergency access is maintained during project construction and alternate plans or routes are developed, as appropriate, to avoid significant delays in response times.
- Sound Transit and the contractor will coordinate with the fire department during water and other utility relocations to prevent supply disruptions.

2.13 Utilities

2.13.1 Common to both segments

- Sound Transit will repair or replace utilities inadvertently damaged during construction.
- Sound Transit and the contractor will coordinate with utility providers during construction to minimize potential service disruptions

2.14 Historic and Archaeological Resources

2.14.1 Airport Station south to the S. 200th Street Station

Sound Transit will conduct subsurface testing before construction and monitoring during construction in areas of high or moderate probability for archaeological resources. In the event resources are discovered during construction, an Archaeological Resources Monitoring and Treatment plan, prepared pursuant to the Central Link Light Rail Programmatic Agreement, will be implemented, as appropriate.

2.15 Parklands

No parklands are affected by the project, and no mitigation is necessary.

ATTACHMENT D

Comments and Responses

RECEIVED JUN - 2 2005

June 1, 2005

AL. 1

Lauren Swift, LINK Environmental Planner
Sound Transit, Airport LINK EA
401 S. Jackson Street
Seattle, WA 98104-2826

RE: Comments on Airport LINK Environmental Assessment

Dear Ms. Swift:

Having reviewed the Airport LINK Environmental Assessment, I offer the following questions and comments for further consideration.

AL1-1
- How far will people be forced to walk (carrying luggage) on average between the location of the proposed LINK station within airport terminal and the airline ticket counters? Is this walking trip on one or multiple levels? What measures are being considered to make this passage convenient for users of all ages?

AL1-2
- The Port of Seattle seems to be greatly benefiting from connecting the airport to downtown Seattle by LINK. How many resources (funding, land, right-of-way, etc) is the Port of Seattle contributing to the development and construction of Airport LINK?

AL1-3
- Is the Port of Seattle adding additional parking capacity to the airport between 2006 and the opening of Airport LINK?

AL1-4
- Is the City of Seatac planning on capitalizing upon the arrival of LINK to the airport by making transit-friendly policy changes to the city's comprehensive plan that will improve access and circulation, add transit-oriented-development around station sites, and similar proactive actions?

AL1-5
- Is the City of Seatac planning to limit the amount of additional off-site airport parking between 2006 and the opening of Airport LINK?

Thank you for the opportunity to comment, and looking forward to Sound Transit's responses.

Sincerely,

John S. Dewhirst

John S. Dewhirst
22311 98th Avenue West
Edmonds, WA 98020

AL 001 John Dewhirst

AL 001-1

The distance between the Airport Link Station and the center of the airport terminal would be approximately 1,700 feet, which would take the average person approximately 7 minutes to walk. Airport patrons would disembark from the light rail train at the platform level and go down one level on escalators, elevators, or stairs to the station mezzanine and then cross through the fourth floor of the main garage in a dedicated pathway to the existing sky bridge to the main terminal. For passengers transferring to bus service on International Boulevard, both elevators and escalators would be provided from the pedestrian overpass to the east side of International Boulevard. The Port of Seattle may consider moving walkways in conjunction with other Port projects. The station and the walkway to and from the station and the airport terminal will have good signage, lighting, and be ADA compliant.

AL 001-2

The Port of Seattle and Sound Transit are partners on the Airport Link light rail project, and both agencies recognize the benefits of developing their projects in coordination to provide effective transit service to the airport. The Port has not contributed direct funding to Sound Transit for the extension of light rail to the airport but has provided resources in the planning and design coordination. Construction and right-of-way costs are also expected to be shared for segments within Port property. Agreement on funding details is to be in place prior to the first construction contract bidding, which is scheduled for February 2006.

AL 001-3

The Port of Seattle has recently initiated a planning process evaluating future projects and phasing for developing airport facilities to meet anticipated air travel needs. This could include additional parking facilities adjacent to the existing Main Garage, although these improvements are not anticipated to be needed prior to the opening of the Airport Station. Additional supply is also expected to be available as a result of moving rental car operations from the existing garage to a new facility at S. 160th Street.

AL 001-4

The City of SeaTac's Comprehensive Plan currently has specific policies to address high capacity transit facilities and encourage transit-oriented development; Section 3.2.2.2 on page 3-33 of the EA provides more detail. In Spring 2005, the City also initiated a station area planning study to potential High Capacity Transit (HCT) district revisions for the SeaTac urban center/Airport station area.

AL 001-5

The City does not have a stated policy limiting the development of future airport-related parking facilities on appropriately zoned parcels. Whether additional airport-related parking lots (which all are fee based) are developed is not anticipated to change Airport Link or the environmental effects discussed in the EA.

AL 2

Swift, Lauren

From: Kim A. Gilford [KAGilford@BVMM.com]
Sent: Wednesday, June 15, 2005 2:24 PM
To: Airport Link Environmental
Cc: 'eric@labondeland.com'; 'sbutler@ci.seatac.wa.us'; 'cward@ci.seatac.wa.us'
Subject: Environmental Assessment - SeaTac Airport

Parcel Address: 17400 International Boulevard
Parcel No.: 2823049095

Attached is Mark E. Holcomb's correspondence of today's date regarding today's public hearing in the above-referenced matter.

<<2005.06.15.PDF>>

Kim A. Gilford for Mark E. Holcomb
Morton McGoldrick, P.S.
820 A Street #600
Tacoma, WA. 98402
Phone (253) 627-8131 ext. 305
mailto:kagilford@bvmm.com

Morton McGoldrick
A PROFESSIONAL SERVICE CORPORATION
ATTORNEYS AT LAW

820 "A" Street, Suite 600
P.O. Box 1533
Tacoma, Washington 98401
Phone: 253.627.8131
Toll Free from Western WA: 888.423.4083
Facsimile: 253.272.4338
Firm E-mail: bvmm@bvmm.com
Web Site: www.bvmm.com

Christopher E. Allen
James A. Cathcart
Marc H. Cochran*
Robert E. Critchfield*
James V. Handmacher
Mark E. Holcomb
David McGoldrick
James H. Morton
Kathleen E. Pierce
Jonete W. Rehmke
Charles F. Schmit, Jr.
Christina T. Sherman
Kenneth Fielding (of Counsel)
*LL.M. (Taxation)

SENDER'S E-MAIL ADDRESS: meholcomb@bvmm.com

June 15, 2005

Via Electronic and First Class Mail

Lauren Swift
Central Link, Airport Link EA
Sound Transit, Union Station
401 South Jackson Street
Seattle, WA 98104-2826

Re: *Environmental Assessment - SeaTac Airport*
Parcel Address: 17400 International Boulevard
Parcel No.: 2823049095

Dear Ms. Swift:

This office represents Scandia, LLC, a Washington limited liability company, which is the owner of the real property located at 17400 International Boulevard. My client's property is currently identified as a location for a portion of the passenger pick-up/drop-off area for the airport/SeaTac station. This letter is sent on behalf of my client to voice objection and concern regarding the present location and design of the South 176th Street Station and its impact on the Scandia property.

AL2-1 Scope of Impact Unclear. It is difficult, at best, to fully assess the impacts that this portion of the light rail project will have on the Scandia property. Apparently, the drawings of the "Kiss-and-Ride" in the Environmental Assessment Report are not to scale, or the design has otherwise changed. It would be helpful to clearly depict boundary locations on all drawings relating to this project, so that the property owners could clearly assess its impact on the clients' overall property, and Scandia's lease arrangements with the neighbor.

AL2-2 Any Adverse Impact Unacceptable. This portion of the light rail project will have a negative short and long-term impact on the Scandia, LLC property. The property is currently leased to the adjoining owner (parcel no. 2823049049) for commercial parking. In the short term, the loss of additional property will result in a loss of revenue under the lease agreement. It is extremely important for the client to maintain all flexibility for future development. Because of its location and size, the site lends itself to the potential development as a hotel facility. The highest and best use of the property is likely for hotel and related uses. The loss of additional

real property would have a significant adverse impact on the future development options. Any adverse impact is unacceptable.

AL2-3 Alternative Site Available. An alternative site located on 176th Street is currently for sale. I am enclosing a 2002 aerial photo of the area which highlights this alternative site. The alternative site is located at the corner of South 176th Street and 32nd Avenue. The Environmental Assessment confirms that the drop off area and overpass will likely be used primarily by area residents or airport employees. The alternate location is within easy walking distance to International Boulevard.

AL2-4 Current Design Overbroad . According to the Environmental Assessment, "The number of passenger pick-ups/drop-offs for the peak 15 minutes during the PM peak hour is estimated to be 18 in the year 2015 and 23 in the year 2030; . . . ." Despite the relatively small number of anticipated users, this "Kiss-and-Ride" is large in size. The EA report also makes reference to "some short-term parking spaces" to help justify its size. A large loading and drop-off area is intended for the South 200th Street Station. The large size of the South 176th Street design is overly broad and unduly impacts the Scandia property.

Please add the undersigned to any and all distribution lists for public information which may relate to the project and/or my client's property.

Very truly yours,

Mark E. Holcomb

MEH:kg
Enclosure
cc: Client (via email)
Eric Kuehl, LaBonde Land (via email)
Stephen C. Butler, AICP, Director of Planning & Community Development (via email)
Craig Ward, Assistant City Manager (via email)

2002 Aerial Protography

AL 002 Mark Holcomb/Scandia

AL 002-1

The plans provided in the EA Appendix C are sufficiently detailed to allow an accurate assessment of environmental effects. The EA analysis also takes into account Sound Transit's assessment of its property needs, considering factors as described in Appendix C, which guided the determination of which parcels would be fully or partially acquired. These parcel-specific details are typically not public prior to the initiation of real estate property negotiations. The plan sheet (page C-16 of Appendix C) for the kiss-and-ride is labeled "to scale" (1 inch = 20 feet), as is typical of conceptual-engineering level plans, and the size and location of the facility as shown is reasonably accurate. Existing building outlines are also shown on alignment plans for that area (page C-6). As stated in Section 3.18, construction needs can also affect the areas needed. More detailed engineering drawings will be developed, including drawings that show the right-of-way details with a higher degree of specificity. However, as section 3.2 and Appendix D both note, the identification of right-of-way needs and the level of effect on specific parcels are estimates of the likely needs. Sound Transit will work with affected property owners to acquire right-way-way needed for this essential public facility, in accordance with federal and state law and Sound Transit policy. During the real estate negotiation process, more detailed right-of-way plans are provided to property owners. Please contact Roger Hanson, Senior Real Property Agent, at Sound Transit at 206/398-5000 if you would like to discuss potential effects to your property directly.

AL 002-2

The EA appropriately identified both the impact to the property and included its existing use in the assessment of effects on land use plans, population, employment, housing, and economic effects. As explained in Section 3.3.3, Sound Transit will compensate affected property owners according to the provisions in Sound Transit's adopted Real Estate Property Acquisition and Relocation Policy, Procedures, and Guidelines, consistent with appropriate provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) and amendments, and the State of Washington's relocation and property acquisition regulations.

Private property owners whose entire or partial property is acquired by Sound Transit will receive just compensation for their land and improvements. Just compensation is an amount not less than the market value of the property acquired, including damages or benefits to the remaining property. Sound Transit will pay for all normal expenses of sale, including escrow fees, title insurance, prepayment penalties, mortgage release fees, recording fees, and all typical costs incurred incident to conveying title. Other benefits and compensation under the Uniform Act may include, as appropriate, payment of residential moving expenses and replacement housing payments, relocation assistance services, nonresidential moving expenses, and reestablishment expenses.

While Sound Transit recognizes the interest a private property owner may have for the long term development of a given parcel, Airport Link is an essential public facility that is directly related to long term regional transportation and growth management needs.

AL 002-3

Sound Transit has proposed the station facility based on extensive planning and engineering review, focused on providing light rail facilities that meet the purpose and need of the Central Link light rail project, as stated in Section 1.2. The kiss-and-ride needs to be located at the base of the overhead walkway elevator and stairway as this is where the kiss-and-ride activity will occur. The proposed

location is designed to make light rail accessible to all patrons. The site proposed in the comment is not a reasonable alternative. The longer walking distance would discourage use by many patrons, and kiss-and-ride activity would still occur by the overhead walkway elevator along the street or in private parking lots. A consolidated facility is also preferred for operational and site management reasons.

AL 002-4

Sound Transit's plans showing the scale of the facility remains reasonable given the anticipated use of the station. As described in Section 2.1.2, "A kiss-and-ride area is essentially a driveway where cars can pull over and stop temporarily to allow patrons to exit the vehicle." Section 3.1.3.5 further provides the analysis for the number of vehicles that need to be accommodated at one time based on ridership. The final design of the facility would be similar to the design in the EA, but would be refined based on further design and related engineering, including assessments of the need for construction staging. Short term parking would include sites for stopping, pick up and drop off for persons with disabilities. The South 200th Station will not be constructed until a future time after the Airport station has opened.

June 15, 2005

SeaTac City Council

Kiss and Ride lot at International Blvd. and 176th Street South

Vacant land at 176th st. and 32nd ave south.
Parcel number 2823049185
Taxable value is $340,000
Land is for sale. Price $1,200,000.
22688 sq. ft.

AL3-1 This site is alongside and wraps behind the 7-11 store. It is across 32nd avenue from apartments and houses and kitty corner from the Marriott Hotel. This is right at the edge of the residential area of SeaTac. This site is a good location for a kiss and ride. Locating the kiss and ride lot this close to the residential area of SeaTac would be a more convenient location for the residents. This would eliminate the need of being driven down to busy International Blvd. Many residents could walk to this site. A covered, moving sidewalk could take them down to International Blvd to catch the bus or train. Another elevator and stairs could be built at International Blvd so people using the bus stop there could access the train. This would use vacant land that is for sale for the kiss and ride lot.

AL3-2 Placing the kiss and ride at 176th and International Boulevard, where it is now proposed, is not a good use for that land. This is some of the most valuable frontage land in the city. Placing it on the Park and Fly lot on International Blvd would have a significant negative impact on the remaining property. This site is a perfect location for a hotel or similar development in the future. This location for the proposed kiss and ride is unacceptable.

The site that the 7-11 store sits on is 9724 sq. ft. The address there is 3122 South 176th street.

Michael Huseby, manager
Scandia LLC
P.O. Box 54048
Redondo, WA. 98374
253-678-1301
253-848-6022

AL 003 Michael Huseby/Scandia

AL 003-1

The alternative site would not effectively meet Sound Transit's needs for the Airport station. Please see response to AL-002-3.

AL 003-2

Please see response to AL 002-2.

AL 4

COMMENT FORM

Link light rail – Airport Extension Open House & Public Hearing

June 15, 2005

We want your comments –

Please indicate any comments you have about the **Airport Link Environmental Assessment.**

THERE SHOULD BE MOVING WALKWAY FROM TRAIN TO TERMINAL + GOOD DIRECTIONAL SIGNS —

Please return your comments before the comment period ends on Monday, June 27, 2005.

A mailing address is required for all comments:

Name R. Stannard

Address 2424 Hobart St, C, Sea 98116

Email OLYMPIC@FREE.COMCAST.NET Phone 938-6184

Please return to Sound Transit staff at the end of the meeting, or mail it to Lauren Swift, Sound Transit Environmental Planner, 401 S. Jackson St., Seattle, WA 98104.

SOUNDTRANSIT

For information in alternative formats, contact Sound Transit at (206) 398-5000 or (888) 713-6030 TTY.

AL 004 R. Stannard

AL 004-1

As described on Page 2-4 of the EA, the project will provide a dedicated pedestrian passageway from the mezzanine level of the Airport/SeaTac Station through the parking garage to the main terminal of the Airport. The present parking garage may not be able to accommodate a moving walkway. However, if the Port determines that other improvements are to be made for terminal area parking, it may consider installing a moving walkway. In any case, the station and the walkway to and from the station and the airport terminal will have good signage, lighting, and be ADA compliant.

AL 5

COMMENT FORM

Link light rail – Airport Extension Open House & Public Hearing

June 15, 2005

We want your comments –

Please indicate any comments you have about the **Airport Link Environmental Assessment.**

From Lynnwood Bus #511 TO Seattle Downtown TO Light rail to Airport.

Please return your comments before the comment period ends on Monday, June 27, 2005.

A mailing address is required for all comments:

Name Randy Miner

Address 20520 61st PL W Lynnwood, WA 98036

Email Iamaminer1961@yahoo.com Phone 425-774-8582

Please return to Sound Transit staff at the end of the meeting, or mail it to Lauren Swift, Sound Transit Environmental Planner, 401 S. Jackson St., Seattle, WA 98104.

SOUNDTRANSIT

For information in alternative formats, contact Sound Transit at (206) 398-5000 or (888) 713-6030 TTY.

AL 005 Randy Miner

AL 005-1

Sound Transit Express route 511 will provide a connection from Lynnwood to Downtown Seattle. When Airport Link is operational, riders will be able to transfer to one of the downtown light rail stations and head south to Sea-Tac Airport. There are not currently any plans to extend route 511 to provide direct service to the airport.

AL 6

COMMENT FORM

Link light rail – Airport Extension Open House & Public Hearing

June 15, 2005

We want your comments –

Please indicate any comments you have about the **Airport Link Environmental Assessment.**

Pictures of planned corridors + stations should have labels of N. + S. + had trouble orienting.

Please return your comments before the comment period ends on Monday, June 27, 2005.

A mailing address is required for all comments:

Name Helgeland

Address

Email Phone

Please return to Sound Transit staff at the end of the meeting, or mail it to Lauren Swift, Sound Transit Environmental Planner, 401 S. Jackson St., Seattle, WA 98104.

SOUNDTRANSIT

For information in alternative formats, contact Sound Transit at (206) 398-5000 or (888) 713-6030 TTY.

AL 006 Helgeland

AL 006-1

North directional arrows were provided on the bottom left corners of the figures in the main body of the EA, on the right side on the drawings in Appendix C, in the legend boxes in Appendix D, and on drawings of the kiss-and-ride on Pages C-16 and D-4.

RECEIVED JUN 17 2005

AL 7

Duplicate to AL 3

June 15, 2005

Lauren Swift, Environmental Planner
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

Kiss and Ride lot at International Blvd. and 176th Street South

Placing the kiss and ride at 176th and International Boulevard, where it is now proposed, is not a good use for that land. This is some of the most commercially valuable frontage land in the city. Placing it on the Park and Fly lot on International Blvd would have a significant negative impact on the remaining property. Our 2.2 acres combined with the piece adjacent to it on the south, owned by Dollar Development, is a perfect location for a hotel, parking garage or similar development in the future. This location for the proposed kiss and ride is unacceptable.

Alternative site:
Vacant land at 176th st. and 32nd ave south.
Parcel number 2823049185
Taxable value is $340,000
Land is for sale. Price $1,200,000.
22688 sq. ft.

This site is alongside and wraps behind the 7-11 store. It is across 32nd avenue from apartments and houses and kitty corner from the Marriott Hotel. This is right at the edge of the residential area of SeaTac. This site is a good location for a kiss and ride. Locating the kiss and ride lot this close to the residential area of SeaTac would be a more convenient location for the residents. This would eliminate the need of being driven down to busy International Blvd. Many residents could walk to this site. A covered, moving sidewalk could take them down to International Blvd to catch the bus or train. Another elevator and stairs could be built on a small footprint at International Blvd so people using the bus stop there could access the train. This would use vacant land that is for sale for the kiss and ride lot. This location would better serve the residents of SeaTac for whom this is being built and would hide the kiss and ride so it doesn't become a drop off point to get to the airport for the entire region.

The site that the 7-11 store sits on is 9724 sq. ft. The address there is 3122 South 176th street.

Michael Huseby, manager
Scandia LLC
P.O. Box 54048
Redondo, WA. 98374
253-678-1301

AL 007 Duplicate of AL 003

RECEIVED JUN 23 2005

AL 8

City of Tukwila

Steven M. Mullet, Mayor

Department of Community Development

Steve Lancaster, Director

June 15, 2005

Lauren Swift, Central Link Airport Link EA
Sound Transit, Union Station
401 South Jackson Street
Seattle, WA 98104

Dear Ms. Swift,

Thank you for the opportunity to comment on the Central Link Airport Link Environmental Assessment. The direct connection of the Airport Link to the Tukwila International Blvd. station makes the accurate assessment of Airport Link's probable impacts vitally important to the City of Tukwila.

AL8-1 Many of our concerns involve parking and traffic impacts in the vicinity of the Tukwila International Boulevard Station. As part of Parking Determination L03-059 issued for the Central Link Project, the City of Tukwila requires Sound Transit to complete a parking demand study in the event that the line is expanded. The purpose of this study is to determine the additional level of parking demand likely to occur at Tukwila International Blvd. Station.

AL8-2 The data provided in this Environmental Assessment is not sufficient for this purpose. Many of the parking issues and questions arising from this EA require more detailed data comparisons between the TIB Station and the proposed S. 200th Station. A review of base data, including traffic data, used in the study is also important in determining the model's predictive value. We reserve the right to comment in detail on the parking analysis portion of the EA and any associated traffic analysis until such time as we receive a detailed parking/traffic study or otherwise resolve these issues. General parking/traffic comments and more detailed comments concerning other aspects of the Airport Link Environmental Assessment follow.

Sincerely,

Steve Lancaster,
Director, Department of Community Development

CC: Jim Morrow, Public Works Director
Alice Strand, Senior Planner
Brian Shelton, Sound Transit Project Manager

City of Tukwila Comments:
Airport Link Environmental Assessment, June 2005,

Parking and Traffic

AL8-3 **Condition 4 of the Parking Determination (L03-059) issued for the Central Link Project requires Sound Transit to complete a parking demand study to determine the additional level of parking demand likely to occur at the S. 154th Street Station (now called the Tukwila International Blvd Station).** The City has received a copy of the North Link Transit Ridership Forecasting Technical Report (part of the North Link Draft Supplemental Environmental Impact Statement). This study analyzes and reports projected ridership data for the extension of the Link Light rail to the north of Seattle. We have also received a letter from Sound Transit stating that the North Link ridership model's procedures and forecast years are identical to those used for the Airport Link Project. Neither the North Link Ridership Forecasting Technical Report nor the data contained in the Airport Link EA provide enough data or procedural detail analyzing parking to enable a determination as to the adequacy and accuracy of parking analysis, parking impacts and parking mitigation at the Tukwila International Blvd Station. None of these documents fulfill the requirements of the parking determination issued by the City of Tukwila in July 2004.

Page 3-28 – 3-29

AL8-4 **The parking demand figures are products of a study that uses techniques and figures rejected by an objective peer review.** The transfer penalties used in the Airport Link Ridership and Parking Model are those transfer penalties rejected by a peer review by the City's consultant. This peer review determined that Sound Transit's transfer penalties had the effect of artificially lowering projected parking demand and thus lowering projected parking impacts in the vicinity of the Tukwila International Boulevard Station. As the peer review of past ST parking demand studies has shown, the term "Peak Period Demand " does not apply to parking because parking, unlike traffic counts at a given intersection, is cumulative. That is, it builds up throughout the day as people arrive and park. So, in order to account for all impacts, you should be using a figure for peak occupancy, not the figure for when peak traffic flow occurs on streets near the station.

Page 3-29, Table 3.1-18

Substantial changes in parking demand tables go unexplained in the document.

AL8-5 For example, no explanation is provided regarding the projected drop in parking demand at the TIB Station due solely to the opening of the Airport Station. We see no reason that this figure should drop in both the year 2015 and 2030, without the S. 200th Station and its additional park and ride. **Do the EA parking and traffic analyses include the addition of the Stadium/Royal Brougham Station in Seattle? This formerly**

AL8-6 **deferred station was not included in earlier models and would seem to increase parking demand at all park and rides on the line, yet demand decreases.** This new station is projected to have 170,000 to 250,000 annual boardings in 2020. It serves the

SODO employment area and special events at the stadiums to the north. This would be likely to increase parking at the TIB station and potentially at S. 200th...not lower it. The original parking demand study (and, it is to be assumed) the original traffic study) do not include this station or the faster runtimes for the Link Line. These combined impacts need to be included in any model. Please provide an explanation for this inconsistency. What environmental review has the addition of the Stadium station undergone?

AL8-7 The table also shows that with the addition of the S. 200th Station and its parking garage in 2015, parking at the TIB Station drops by 235 vehicles. The text notes that the parking demand at the S. 200th station at that time will be 280 vehicles. Accordingly, 235 of the 280 vehicles now parking at S. 200th formerly parked at the TIB station...but the TIB Station attracts no new patrons? This does not seem possible and could be an indicator of more methodological problems, including the coding of the network. Previously, we knew that most drive and park to Light rail from the south would go to the TIB Station. However, with two park and rides, it becomes a matter of careful judgment which zones or FAZs are connected to which station. This not only reflects distance but ease of access, traffic patterns and various other factors. Our peer review found numerous coding errors in the original model, and coding needs to be rechecked. Please provide a map of areas coded to the two park and rides.

AL8-8 **The model rejected by our peer reviewer did not decrease bus speeds in proportion to decreased traffic speeds on increasingly congested roadways.** This had the effect of skewing ridership and parking demand. Does this new model include figures for the decrease in bus speeds on major arterials and highways?

AL8-9 **Does the model used in the EA also incorporate a faster runtime for the entire Link line?** This would seem to increase parking demand at TIB also. Please provide data and figures to explain the changes in TIB parking demand vs. South 200th Station over the time periods used.

Page 3-10 3.1.9.3

AL8-10 **The monitoring program currently in place needs to be updated to include ways to prevent people parking at TIB and taking Metro buses either north or south. At the same time, Tukwila residents have a right to take the light rail in either direction if they choose. You need a way to discourage potential airport parkers without just banning anyone from going south from TIB station.**

Page 3-17 –3-24 Traffic Generation

AL8-11 The text on page 3-20 asserts that vehicle trips will drop off at the TIB station with the addition of the Airport Link. Is this assertion based on an analysis that also includes the addition of the Stadium/Royal Brougham Station and the decrease in overall runtimes on the Link Line? This would be likely to increase traffic and parking at the TIB station as commuters coming from the south park here destined for the new station. ST needs to

provide a traffic analysis of the effects of the addition of the new station in Seattle and the decrease in light rail vehicle run-times. Slower bus runtimes also needed to be included in this analysis and those slower bus runtimes make light rail more attractive in comparison.

AL8-12 Do the traffic studies include both the Airport Station and the S. 200th Station? Other portions of the EA (parking analysis) include scenarios (and tables) with both the Airport Station as terminus and with the S. 200th Station as terminus. However the traffic sections do not give these as separate potential scenarios? This information is vital to gauging the accuracy of the modeling results.

Visual Impacts

AL8-13 **The alignments crossing over Tukwila International Blvd (International Blvd) will impose a high visual contrast looking both South and North.** The visual impact of this high "guideway bridge" over TIB differs substantially from the impact of the no-build alternative with the TIB Station as line terminus.

The Tukwila International Boulevard Plan, December 1997, includes goals of

- Improving the appearance and function of TIB and
- Development of public art and gateways.

This section of TIB/IB is a gateway both into Tukwila (from the south) and into Seatac (from the north. Its current design does nothing to improve the appearance of the area; denote the location's gateway status or soften the visual impact of the large and very industrial-looking guideway and cast concrete columns.

The City has done much over the past few years to visually improve the appeal of the TIB corridor. These efforts include a sign amortization program; adoption of TIB design guidelines; undergrounding of utilities; rebuilding the roadway with new curb, gutter and sidewalk; addition of street furniture and attractive lighting.

AL8-14 Sound Transit must mitigate the visual impact of this guideway crossing. One way to do this is to treat the guideway structure as the gateway it is. The City would like to see archways spanning the underside of the bridge or some other appropriate treatment of this crossing in line with TIB corridor policies and design guidelines.

AL 008 City of Tukwila

AL 008-1

Sound Transit understands the terms of the Parking Determination L03-059 with the City of Tukwila regarding parking issues at the International Boulevard station.

AL 008-2

This NEPA EA (which also serves as an Addendum under SEPA) provides information on changes in environmental impacts from project modifications compared to previous environmental documents for the Central Link light rail transit project. It was not intended to meet all the requirements of the City's Parking Determination for the Tukwila International Boulevard Station. The City of Tukwila was provided the opportunity to comment on an early draft of the EA document along with other cooperating agencies, however, no comments regarding these issues was received at that time. The SEPA process for Airport Link has been completed and NEPA is completed with issuance of this Record of Decision.

AL 008-3

The Airport Link EA provides data regarding estimation of ridership in Section 3.1.2.2. These estimates are then used to estimate both trip generation and parking demand as described in sections 3.1.3.1 and 3.1.4.2. Additional information regarding ridership estimate methodology can be found in the Transit Ridership Forecasting Technical Report of the Central Link Final EIS (November 1999), which this EA updates. The parking analysis in the EA concludes that by 2030, with the 200th Station terminus, parking demand at the Tukwila International Boulevard Station would be less than the supply. Sound Transit continues to coordinate with the City of Tukwila regarding fulfilling the requirements of the parking determination issued by the City of Tukwila in July 2004.

AL 008-4

The Sound Transit ridership forecasting model has been reviewed twice by Expert Review Panels appointed by the Washington Governor and managed by the Washington State Department of Transportation. The model has also received regular review by the Federal Transit Administration in conjunction with Sound Transit applications for federal funding. Both the Expert Review Panels and the Federal Transit Administration have found it to be a reliable tool for preparing travel demand forecasts, and the transfer penalties used in the model have been validated against both 1992 and 1999 actual transit ridership. In contrast, the City of Tukwila's review consisted of a single individual hired by the City who modified transfer penalties without validating their effect on base year ridership.

The EA reports peak period parking demand, because it is Sound Transit's practice to design park-and-ride facilities to the peak period when congestion is worse. Parking demand at the S. 154th/Tukwila International Boulevard Station is the highest when it is the southern light rail terminus. The terminus demand has been extensively analyzed by Sound Transit and the City of Tukwila on both a daily and peak period basis and necessary mitigation developed. The impact of Airport Link is to reduce commuter parking demand at the S. 154th Station by providing additional walk and bus access points to the light rail system.

AL 008-5

The extension to the Airport provides another opportunity for walk and bus access to the Central Link system, thus slightly decreasing (by 10 vehicles) drive access demand at the Tukwila International Boulevard Station.

AL 008-6

The model runs for the Airport Link EA include the Stadium station in both the No-Build and Build forecast. This station is forecast to have 300 average weekday boardings. The figures the City references appear to include special event ridership. Although special events would increase ridership on the days they occur, the events are not daily, and would not represent typical weekday conditions within the transportation system. The majority of those events occur outside of the peak periods and thus do not affect peak period congestion. For instance, evening and weekend events would occur outside of the peak periods. The Stadium station also increases travel time between Tukwila and downtown Seattle, which typically reduces daily ridership slightly at other stations. Thus, the impact on drive demand to the Tukwila International Boulevard Station of including Stadium Station is negligible. The environmental impacts of the Stadium Station were included in the 1999 Central Link EIS.

AL 008-7

The methodology used for determining park-and-ride demand with Airport Link is consistent with the methodology used for the Central Link EIS. The model, which is based on observed behaviors of existing light rail systems, assumes drivers will use the station most convenient for them, considering real-life factors such as distance and travel time, as described in the Central Link Final EIS Technical Background Report for Transit Ridership Forecasting Technology. The drop in driving trips to the Tukwila International Boulevard station is reasonable, considering the addition of a station at S. 200th, which would be closer to the increased number of residential areas south of the Airport. However, for the purposes of the traffic analysis, vehicle trips to the Tukwila International Boulevard station were assumed to remain the same as Airport Link without a S. 200th station (see page 3-20, second paragraph) in order to provide a conservatively high estimate of impacts at the affected intersections. Therefore, the effect of any possible parking demand reduction at the Tukwila International Boulevard station is not reflected in the traffic impact analysis.

AL 008-8

The Airport Link forecasts degrade the speed of buses operating in general purpose lanes in proportion to predicted decreases in arterial and highway speeds, using a procedure developed in 2002. Earlier forecasts degraded future year bus speeds at a constant rate of seven to nine percent per decade – consistent with historic trends in bus speeds.

AL 008-9

The Airport Link EA forecasts used the results of the most current run-time simulations available. Travel time between the University District in Seattle and the Tukwila International Boulevard Station was projected at 31 minutes, including Stadium Station.

AL 008-10

Section 3.1.9.3 of the Airport Link EA identifies mitigation measures to minimize airport passenger and airport employee use of the Tukwila International Boulevard and S. 200th Station park-and-ride facilities. The EA does not propose that patrons cannot go south from the Tukwila International Boulevard station. Sound Transit will continue to work with the City of Tukwila to explore the most effective ways to discourage non-transit patrons from using the Tukwila International Boulevard park-and-ride while providing access to all light rail patrons wishing to go north or south on the system.

AL 008-11

See response to AL8-6 and AL8-8

AL 008-12

For the traffic analysis, vehicle trip generation and distribution was based on the 3-hour PM peak period person and automobile demand shown in Table 3.1-12. The highest ridership projections for each station were used as the basis for the traffic analysis. As shown in the table, the highest ridership projections for the Airport/SeaTac Station are with the station as the terminus. This ridership figure was used for traffic analysis for both 2015 and 2030. The highest ridership projections at the S. 200th Station were used, which is the ridership in the PM peak period with the extension to the S. 200th Street. The methodology provides a conservatively high estimate of impacts by assuming the highest number of trips at all stations (see also response to comment AL 8-7).

AL 008-13

Visual impacts of the guideway crossing of International Boulevard are discussed on page 3-42 of the Airport Link EA and page 4-77 of the Central Link Final EIS. Due to the character of the surrounding area, which is dominated by transportation facilities, including bridges and other elevated structures, the visual impacts of the light rail in that location were not found to be significant, and are not substantially changed compared to the previous alternatives considered in the Final EIS.

AL 008-14

No mitigation measures are proposed for the guideway crossing of International Boulevard due to the lack of significant visual impacts.

Swift, Lauren

From: Mike Ruby [mruby@envirometrics.com]
Sent: Monday, June 27, 2005 8:19 AM
To: Airport Link Environmental
Subject: Comment on Supplemental EA

SeaTac terminal.pdf
(28 KB)

Attached. Thank you.

--
Mike Ruby
Envirometrics, Inc.
4803 Fremont N
Seattle WA 98103

phone: (206) 633-4456
fax: (206) 633-4835
email: mruby@envirometrics.com

Check out our website at http://www.envirometrics.com

4128 Burke Ave N
Seattle Washington 98103
June 26, 2005

Lauren Swift
Sound Transit Environmental Planner
401 S. Jackson St.
Seattle WA 98104

Re: Airport Link Environmental Assessment - Supplement to Final EIS

Dear Ms. Swift:

A9-1 The Airport Link Environmental Assessment is inadequate and incomplete and does not provide the decision makers with sufficient information to make an informed choice regarding the location of the proposed airport station at the northeast corner of the SeaTac parking garage.

AL9-2 The EA does not properly describe the significant environmental improvement, in comparison to the preferred alternative described in the Final EIS or the alternative described in the EA, that would be achieved by bringing the Airport Link line into the terminal area proper by following the Airport Expressway in between the parking garage and the airport terminal rather than moving over to International Blvd. The alternative to be considered would be a station constructed opposite the "B" gates (that is, on the long southwest face of the garage), accessed through the garage. I will describe below why this is feasible.

AL9-3 With the station at International Blvd., Sound Transit has correctly projected only a very small fraction of the users of the airport would arrive and depart by Light Rail. With a more convenient location and the resulting substantially greater presence ("mind share" in current speak) this would engender, the fraction of passengers traveling to the airport on Light Rail could easily be three to five times the Sound Transit estimates by 2030. This would result in significant improvement in the level of service at intersections impacted by airport passenger trips, resulting in improved air quality, energy use and other environmental aspects evaluated by the EA. Not considering this environmental improvement makes the EA inadequate and not appropriate to be relied upon by a responsible official.

AL9-4 Imagine a long-term parking lot at the east end of the proposed overpass above International Blvd. from the Airport Station evaluated in the EA. No operator would expect patrons of this lot to walk to the airport terminal along a walkway suspended from the north wall of the parking garage. They would provide a shuttle bus. Otherwise it would be just too unattractive to compete with other lots. If you want to gain passengers you need to be convenient and in their face. You need to be right at the same location as the existing "Departing Passenger" drop off lanes.

AL9-5 The Port of Seattle is proposing to significantly widen the sidewalk at the drop off lanes. This will require reconfiguring the upper roadway. It would be entirely reasonable and feasible to incorporate support for a guideway for Sound Transit in the support for the expanded upper roadway during this reconstruction. While it would not be simple to establish the support system, it would be possible. Further, placing the guideway immediately next to the parking garage would allow the use of that structure as a part of the support system for the guideway. The guideway would be elevated and service a station at the fifth and sixth (one for each direction) levels of the garage and incorporated inside the garage structure.

AL9-6 The Port of Seattle staff have argued that the trains cannot make the sharp corner of the terminal roadway as it rounds the parking garage. Certainly if the trains can make the corner at Westlake, they can make this corner. The Port staff have argued that constructing the guideways supports will disrupt traffic on the upper and lower roadways for far too long. Combining the upper roadway expansion project with the guideway support installation would result in only one period of traffic disruption that will occur anyway. The Port staff have argued that there will not be enough room between the expanded roadway and the garage for the guideway supports. By using the same supports for both the guideway and the roadway, it will be possible to do both. The Port staff have argued that this cannot be an interim terminus because of the constrained space at this location. They may be correct in that; it may be necessary to extend the line south, as it is eventually intended to do, to find the space for the terminus stubs. However, this has not been studied.

AL9-7 In short, it is feasible to place a station right at the airport terminal rather than more than a 1000 feet away on International Blvd. Being so very visible to passengers it will gradually capture a far larger mode split than it will tucked away in a far corner of the site. This improved mode split will result in significantly improved environmental aspects of the Sound Transit program. This alternative should be reviewed in detail for the EA.

Thank you for all your careful work in developing the environmental analyses for Sound Transit.

Yours truly,

Mike Ruby

AL 009 Mike Ruby

AL 009-1

FTA and Sound Transit disagree. The EA and previous environmental documentation for the Airport Link project provide an adequate analysis of environmental affects and range of reasonable alternatives.

AL 009-2

The EA provides additional information for the SeaTac (Airport Link) segment of the Central Link Light Rail project, which was previously evaluated in a 1999 Final Environmental Impact Statement (EIS). The Final EIS evaluated numerous alignment possibilities and station locations including a light rail station adjacent to the Airport Terminal similar to what the commenter suggests. That station location was rejected for engineering, environmental, cost, and other considerations.

In the aftermath of the September 11, 2001 terrorist attacks, the Port of Seattle has developed a long-term development strategy for Airport facilities. This strategy, known as the Comprehensive Development Plan, expands existing facilities to optimize operational capacity.

The location of the preferred alternative for the light rail alignment and station location is a result of this long term development strategy that addresses the purpose and need for Airport Link rail project, while allowing the Port to optimize limited landside resources. The alignment and station location also address the need to serve the community of SeaTac and a planned connection to and development of its Center City. It optimizes access to the light rail system for airport passengers and employees and local residents and to the City of SeaTac's Center City area while minimizing construction impact to SeaTac businesses and residents and airport operations. The alignment and station location also facilitate Sound Transit's future extension of light rail south of the airport terminal.

AL 009-3

While higher patronage is always a goal for Sound Transit, the EA shows that increased (or decreased) ridership does not correlate to substantial changes in secondary environmental impacts such as traffic and air quality. This is clearly shown in the comparison of Airport Link with No-Build conditions, such as was shown in Table 3-1-10 on page 3-13 (regional travel comparisons, where regional travel decreased by 0.01%) or Table 3-6-4 on page 3-49 (where carbon monoxide concentrations at intersections were unchanged). The 1999 Final EIS examined an alternative with a station closer to the terminal (Alternative F3.2). Alternative F3.2 had a forecast of 3,000 riders but no North Central SeaTac station, and, as a one-station alternative serving the airport, Alternative F3.2's ridership potential would therefore be similar to Airport Link as currently proposed. Even if ridership for the Airport station is higher than forecast, the EA still contains a conservative assessment of the potential for significant adverse impacts, which meets the requirements of NEPA and SEPA. Please also see response to comment AL 009-2.

AL 009-4

Walking distance is one of numerous key factors that were used to determine the most promising alternative for further design and implementation for Airport Link. The Airport Link station provides a direct connection from light rail to the terminal, and, with the travel time and reliability advantages of light rail, remains a competitive travel made choice for people who are going to the Airport and the SeaTac urban center.

AL 009-5

Please see response to comment AL009-2.

AL 009-6

Please see response to comment AL009-2.

AL 009-7

See response to comment AL 009-2 and AL 009-3.

Mayor
Frank Hansen

Deputy Mayor
Terry Anderson

Councilmembers
Gene Fisher
Chris Wythe
Ralph Shape
Joe Brennan
Don DeHan

CITY OF SEATAC

"The Hospitality City"

City Manager
Bruce A. Rayburn

Assistant City Manager
Craig R. Ward

City Attorney
Mary E. Mirante Bartolo

City Clerk
Judith L. Cary

June 23, 2005

Lauren Swift
Central Link, Airport Link EA
Sound Transit, Union Station
401 S. Jackson Street
Seattle, WA 98104

Re: Comments on Airport Link Environmental Assessment

Dear Ms. Swift:

We have reviewed the Airport Link Environmental Assessment and our comments are attached.

Thank you for the opportunity to review these preliminary documents. The City of SeaTac will continue to participate in the process of reviewing relevant elements of the Airport link alignment and station location to ensure consistency with the policies and objectives of the SeaTac Comprehensive Plan, City ordinances and other areas of SeaTac jurisdiction.

Sincerely,

Soraya Lowry
Senior Project Coordinator

Encl.

CC: Bruce Rayburn, City Manager
Craig Ward, Assistant City Manager
Dale Schroeder, Public Works Director
Steve Butler, Planning Director
Leonard McGhee, Sound Transit
James Irish, Sound Transit

City of SeaTac Comments on Feb. 2005 Airport Link Light Rail Preliminary EA

GLOBAL EDITS:

AL10-1 Replace reference to the "Airport/SeaTac Station" with "SeaTac City Center/Airport Station."

AL10-2 Remove reference to the City of Tukwila (see Page 3-7, Section 3.1.1.5, Paragraph 3) as Airport Link is exclusively located within the City of SeaTac.

SECTION EDITS:

Please note that where citations reference paragraph or bullet numbering, the paragraph reference is counted from the beginning of the section, rather than from the top of the page.

AL10-3 Page 1-1, Section 1, Paragraph 1, Sentence 1: Replace "Seattle' with "SeaTac"

AL10-4 Page 2-2, Section 2.1.4, Paragraph 1, Sentence 4: A "signalized driveway at 27th Avenue South" would result in a line of signals on South 200th Street at 26th/27th/28th Avenue South and International Boulevard. That number of signals within a relatively short segment of South 200th Street will cause operational problems that will require additional analysis and mitigation. In the following sentence the phrase: "Pedestrian and bicycle improvements may also occur", should be changed to "would also occur."

AL10-5

AL10-6 Page 2-2, Section 2.1.5, Paragraph 3, Sentence 2 & 3: "the northbound expressway on ramp at South 170th Street is to be removed": There will be a frontage road between South 170th Street and South 160th Street. Discuss access from South 170th Street to Air Cargo Road and from the North Airport Expressway to South 170th Street. The City would prefer that movements on and off S. 170th Street to the north- and south-bound Airport drives be provided. The City is concerned that there is no statement that access in the northbound direction from S. 170th would be retained.

AL10-7 Page 2-4, Section 2.1.2, Paragraph 1, Sentence 4, 5 & 7: For consistency with the City's current preference, the final clause of sentence 4 "where an entrance building would include stairs and elevators" should be deleted and a new sentence should be inserted noting that "Pedestrian access from the elevated pedestrian bridge will be provided to both the east and west sides of International Boulevard." In addition, the sentence "The station also has a "kiss-and ride" dropoff area for patrons on the east side of International

AL10-8 Boulevard" should be revised to read "Sound Transit will provide a "kiss-and ride" dropoff area for patrons on the east side of International Boulevard." Given the definition of the "kiss-and ride" dropoff area shown in Drawing SE2-AUO1, the environmental impacts of the "kiss-and ride" dropoff area are assumed to be assessed and mitigated in this EA. If this is incorrect, the timing and scope of the applicable environmental review should be clearly described. Also note that the kiss and ride shown on page C-16 is inconsistent with that shown on D-4.

AL10-9 Page 2-4, Section 2.1.2, Paragraph 1, Last Sentence – delete reference to "potential" as sidewalks are required. The streets on which "sidewalk and landscaping improvements"

are to be made should be listed to include International Boulevard, 30th Avenue S., 31st Avenue S., S, 32nd Avenue S., S. 152nd St, S. 170th St., S. 172nd St., S. 176th St. and Military Road S.

AL10-10 Page 2-4, Section 2.1.2, Paragraph 1, Second to Last Sentence: Any "relocation of the existing bus zones on International Boulevard" will require approval by the City.

AL10-11 Page 2-7, Section 2.1.7, Paragraph 2, Sentence 1: The construction schedule will be subject to the land use and associated construction and right-of-way permits, subject to City approval.

AL10-12 Page 2-8, Section 2-2, Paragraph 10: The proposed improvements should be mitigated; particularly to the extent they assume City approval on changes to City rights-of-way.

AL10-13 Page 3-4, Table 3.1-3: The data in this table contains many errors and needs to be verified with the City's Comprehensive Plan. For example S. 170th is incorrectly classified as proposed and 32nd Ave. S. is classified as minor.

AL10-14 Page 3-7, Section 3.1.1.5, Paragraph 3: Remove reference to the City of Tukwila as no portion of the Airport Link is located within the City of Tukwila, and their LOS standards, codes and plans do not affect the project.

AL10-15 Page 3-8, Table 3.1-5: International Boulevard at South 188th Street: our studies over the past ten years indicate the PM peak service level at this intersection to be E or borderline F. Please review your assessment.

AL10-16 Page 3-8, Section 3.1.1.5, Paragraph 10: The data referenced here from Table 3.1-6 closely approaches the one accident per million measure (for International Boulevard/S. 170th St., S. 176th St./32nd Avenue S.) that marks a relatively high accident rate. Since accidents per million entering vehicles will likely increase with time as overall vehicle volumes increase, future mitigations should be planned.

AL10-17 Page 3-10, Tables 3.1-7 and 3.1-8: The parking utilization numbers provided in these tables do not capture the challenge the City and Sound Transit will face in managing the potentially enormous demand for parking at the light rail terminal stations, Airport/SeaTac and S. 200th St., respectively. The City recommends development of a rigorous parking control plan, to be approved by the City, that includes design approaches such as building the Kiss & Ride to serve local rather than regional passenger demand, and highway signage that directs riders to transit P&R facilities and away from limited on-street parking.

AL10-18 Page 3-11, Section 3.1.1.6, Paragraph 2: Pedestrian improvements are in place from the south end of the SR518 overpass abutment to South 200th Street.

AL10-19 Page 3-11, Section 3.1.1.6, Paragraph 5: Please add the following "Additional improvements to the roadways, sidewalks and bike lanes will likely be identified in the

process of developing a station area land use plan for the SeaTac City Center/Airport link station and mitigated in accordance with the resulting adopted CIP."

AL10-20 Page 3-13, Figure 3.1-2: This figure should show pedestrian crossings at International Boulevard and approximately S. 166th, which is the Cemetery entrance, 28th Avenue S. and S. 192nd and on International Boulevard at the entrance to Angle Lake Park. Wide Curb Lane should be shown for the entire length of International Boulevard.

AL10-21 Page 3-15, Section 3.1.2.3, Paragraph 5: See comments above relating to Section 2.1.2, Page 2-2, Paragraph 1, Sentence 3. Please note that development of high capacity transit facilities, which include buses, are subject to the City's Design Standards for High Capacity Transit Facilities (SeaTac Municipal Code Chapter 15.36). The City has not been notified of the proposed route restructuring noted in this paragraph, or of the "off-street transfer area". If these options are being assumed within the scope of this EA, the specific options and the associated environmental impacts should be carefully defined, disclosed and mitigated.

AL10-22 Page 3-17, Section 3.1.3.1, Paragraph 2: The Background Traffic Growth section uses two different rates of growth, based on the assumption that the South Access Expressway will be constructed by 2030. Given the following facts: that construction of the South Access Expressway is dependent on construction of the SR509 extension; that funding has not been identified to complete the SR509 extension; that this roadway has been a South King County priority for almost 15 years and is still not funded; that funding has not been identified for the South Access Expressway; that the Port of Seattle at this time prefers a phased approach to developing the South Access Expressway, starting with an "Interim South Access" that will be a surface arterial, it seems reasonable to assume that the South Access Expressway may not be in place by 2030, although the City would prefer otherwise. This comment will also affect the Level of Service Analysis in Section 3.1.3.2

AL10-23 Given that it seems reasonable to assume that the South Access Expressway may not be in place by 2030, the Environmental Assessment should identify impacts to surface street traffic, including LOS, and identify mitigation where appropriate, under an assumption that the South Access Expressway is not in place by 2030, as well as retaining the analysis assuming the South Access Expressway by 2030.

AL10-24 Page 3-13, Section 3.1.2.2: In order to effectively evaluate and comment on ridership estimates shown in this section, the City needs more information, including:

1) Approach to ridership analysis that takes into account land use/density, public services, and future development patterns around station areas, including the east side of International Boulevard.
2) Ridership projections for other stations.

AL10-25 Page 3-17, Table 3.1-11: It would be helpful to see a break-down by mode for total daily boardings, rather than merely for the PM Peak, as provided.

AL10-26 Page 3-19, Section 3.1.3.1, Paragraph 10, Sentence2 and 4: The assumption that park-and-ride vehicle trips would be equivalent to the number of park-and-ride spaces overlooks the possibility that demand will exceed supply, which will ultimately lead to hide and ride in the neighborhoods. This assumption grows more flawed when applied to 2030, with the conclusion that there will be no increase in trips from 2015 to 2030 because the park-and-ride will already be full in 2015.

AL10-27 Page 3-19, Table 3.1-14: The analysis of parking demand at S. 200th St. is flawed in that it is based on the peak demand rather than on cumulative demand. The demand for parking will keep growing throughout the day as more transit users access the system.

AL10-28 Page 3-19, Section 3.1.3.1, Paragraph 16: The last paragraph in this section states that "there would be a low potential for a large number of added trips to occur at the light rail passenger drop-off" because the "potential travel time savings for an airport patron...are anticipated to be minor." While this may be true for airport passenger drop-off, the savings and convenience could be quite substantial for airport passenger pick up, given the added length of the new airport loop roads.

AL10-29 Additionally, the more difficult vehicular access from the south (having to travel to the north end for access to the terminal drives) makes using the passenger pick up/drop off facility on the east side of International Boulevard an attractive option for in-bound and out-bound Airport patrons.

AL10-30 Page 3-21, Section 3.1.3.2, Table 3.1-16: International Boulevard/South 188th Street is shown as LOS D in 2015 without SR509, which does not correspond with our traffic analysis.

AL10-31 Page 3-22, Section 3.1.3.2, Paragraph 15: Add International Boulevard/S. 188th intersection as LOS F.

AL10-32 Page 3-24, Section 3.1.4.2, Paragraph 2, Sentence 4: The City requests that this section be revised to acknowledge the unique nature of parking in the City of SeaTac, and mitigation measures identified to address the likely adverse impacts, such as hide-and-ride. The statement that "some hide-and-ride activity could occur in the Airport/SeaTac Station" appears to based on conjecture and underestimates the impact an Airport light rail station will likely have on parking demand. The presence of the interim southern terminus of the LRT system at the Airport will exacerbate this problem, and will require carefully designed mitigation measures, monitoring and diligent enforcement in order to avoid significant impacts to local businesses and residential uses.

AL10-33 Page 3-24, Section 3.1.3.3: Any additional traffic signals planned by Sound Transit should be identified so that mitigating measures and alternative access options can be studied.

AL10-34 Page 3-30, Section 3.1.9.3, Paragraph 1 & 2: The need for a parking control program at both stations should be systematically monitored based on the approach utilized for the S.

154th Street Link station area, and if hide-and-ride activity becomes a documented problem, mitigated in like fashion at Sound Transit's expense.

AL10-35 Page 3-30, Section 3.1.9.4, Paragraph 1: Based on the comments noted above pertaining to Section 2.1.2, it is unclear whether additional mitigation is needed.

AL10-36 Page 3-30, Section 3.1.9.5, Paragraph 1: Based on the comments noted above pertaining to Section 3.1.3, it is unclear whether additional mitigation is needed.

AL10-37 Page 3-33, Section 3.2.2.2, Land Use and Economic Impacts: The map on page D-4 shows the southern extension curving to the west at a point too far south. The map should show the alignment on the north and west side of property 8 and on the west side of property 10.

AL10-38 Page 3-35, Section 3.2.2.2, Paragraph 12: This section notes that "because Sound Transit would provide relocation assistance to displaced businesses, it is likely that the displaced jobs would be relocated, not lost." There is no guarantee, however, that the jobs would be relocated within the City. Further, the development potential of acquired properties, and their attendant property tax revenues, would be lost. So although the impacts to the individual businesses may be mitigated through relocation, the impacts to the City would not be.

We request that this section be revised to acknowledge the impacts cited in our comment, above.

AL10-39 Page 3-38, Section 3.3.3: Mitigation for land use impacts should include a commitment to supporting Transit Oriented Development in both of the affected station areas.

AL10-40 Page 3-41, Section 3.4.2.2, Paragraph 2: This section states that "the Airport/SeaTac and S. 200th Stations have a low potential for hide-and-ride parking impacts to nearby areas ..." The City requests that this section be revised to acknowledge the unique nature of parking in the City of SeaTac, and mitigation measures identified to address the likely adverse impacts, such as hide-and-ride. The presence of the interim southern terminus of the LRT system at the Airport will exacerbate this problem, and will require carefully designed mitigation measures, monitoring and diligent enforcement in order to avoid significant impacts to local businesses and residential uses.

AL10-41 The need for a parking control program at both stations should be systematically monitored based on the approach utilized for the S. 154th Street Link station area, and if hide-and-ride activity becomes a documented problem, mitigated in like fashion at Sound Transit's expense.

AL10-42 The assessment of neighborhood-related impacts is deficient in regard to the consideration of impacts on areas adjacent to station locations. Specifically, the alternatives are not shown to be consistent with the City's pertinent Comprehensive Plan policies and associated strategies:

3.3A (Pedestrian Movement),
3.3D & E (Bicycle Routes),
3.4C (HCT and/or PRT System Integration),
6.2A (Creating New Focal Points and Nodes),
6.2B (Landscaping),
6.2D (Station Areas),
6.2E (Treatment of Support Structures),
6.2F (Linkages to Development of Light Rail Stations),
6.2G (Curbs, Sidewalks and Furnishings),
6.2H (Pockets of Public Space),
6.2I (Connections to Neighborhoods),
6.2L (Surface Parking: Screening and Vegetation),
6.2N (Other Parking Provisions), or
6.2DD (Linkages between the Urban Center and the Airport),

AL10-43 Page 3-42, Section 3.5.2.2, Paragraph 1: The elevated rail crossing of International Boulevard at the S. 154th St. station will have a significant visual impact on this gateway to SeaTac, to the south, and Tukwila, to the north. This visual impact is comparable to the pedestrian bridge at the Airport/City Center Station and should be given comparable treatment through the architectural design and art processes.

AL10-44 In general, because the Link guideway and station will be immediately adjacent to several City roadways and downhill from several hotels, apartment complexes, and residences, the overall impact to visual resources could be significant. If guideway and station designs comply with the City's Design Standards for High Capacity Transit Facilities (SeaTac Municipal Code Chapter 15.36) and other applicable plans and standards, the potential impacts should be adequately avoided.

The City's Comprehensive Plan specifically addresses Future Transit and associated visual and aesthetic issues with the following policies:

- 6.2C Protected Uses and Intensity;
- 6.2D Station Areas;
- 6.2E Treatment of Support Structures;
- 6.2F Linkages to Development;
- 6.2.G Curbs, Sidewalks and Furnishings;
- 6.2H Pockets of Public Open Space;
- 6.2I Connections to Neighborhoods;
- 6.2K Transit Facilities;
- 6.2L Surface Parking: Screening and Vegetation; and
- 6.2O Signs and Billboards: Standards and Amortization.

The City has also developed draft Design Standards for High Capacity Transit Facilities (Chapter 15.36) that address visual quality and visual appearance:

- 15.36.200 Guideway Architecture
- 15.36.210 Track Design
- 15.36.220 Buffering of Track Corridor
- 15.36.230 Elevated Structures

- 15.36.240 Pedestrian Crossings of Track and Access to Stations
- 15.36.300 General Parking Standards
- 15.36.310 Minimum Parking Space Requirements

AL10-45 Page 3-42, Section 3.5.2.2: The potential visual impacts of construction staging are not addressed and could be significant.

AL10-46 Page 3-45, Section 3.5.3: This section states that "no mitigation is required," but the bulleted list immediately preceding appears to be a list of mitigations. The City requests that this section be revised to include the mitigations listed at the end of section 3.5.2.2,.

AL10-47 Page 3-69, Section 3.14.2.2: Emergency access to the light rail guideway could prove difficult, particularly on high sections, and mutual aid will not be sufficient in order to adequately respond to all potential emergencies. Emergency Access Points (EAP) should be provided at intervals no less than each 300 feet for any elevated sections more than 25 feet above grade to permit access for EMS and Rescue where aerial ladder truck capability is not available. Delete last sentence: "Mutual aid from the Port of Seattle...could be called to respond to emergencies on elevated guideway." Mutual aid is not a reliable response.

AL10-48

AL10-49 The City did inherit structures that exceed the current capabilities of City equipment, but no additional such target hazards have been added since the City incorporated. The International Building Code and Uniform Fire Code (IBC – UFC) are understood to require an aerial ladder truck for a structure in excess of 60 feet, with appropriate staffing.

AL10-50 Page 3-70, Section 3.14.2.2, Paragraph 4: To provide an adequate fire flow to abate the potential of four light rail train cars of 90 million BTUs each (4 car train equals 360 million BTU potential) a local requirement may result in a horizontal stand pipe with outlets a minimum of 300 feet apart. This would assure an adequate available fire flow throughout the length of the elevated railway traversing the City of SeaTac. Without an aerial ladder truck as a ladder pipe, this water supply in conjunction with the fire required 300-foot EAP access would facilitate emergency fire fighting operations. (This could best be provided through local Standards).

AL10-51 Page 3-70, Section 3.14.2.2, Paragraph 4, Sentence 4: The emergency response will also involve coordination with the City. The financial and operational impacts of emergency service personnel to respond to general safety and emergency response services during contraction and operation of Airport Link will be the responsibility of Sound Transit, which are expected to be addressed through an interlocal agreement.

AL10-52 Page 3-70, Section 3.14.2.2, Paragraph 4, Sentence 1: A City fire station is located adjacent to the International Blvd/ S. 200th Street intersection. The ability to respond to emergency calls from this and other City fire stations would be greatly impacted during the construction of the trackway, stations and other LRT-related facilities during construction and throughout operation of the LRT system. The EA should describe and

mitigate the potential impacts to emergency response from all Fire stations during the construction process.

AL10-53

As stated in the City's comments on the EIS, the following are assumed City requirements/conditions:

- Fire Hydrants and the City Fire Department Connections require 5-inch Storz Fittings.
- Fire has no Aerial Ladder capability at this time for rescue or fire fighting, and no City basket or cherry picker.
- Fire does have access and life safety requirements for parking lots and parking garages.
- The City retains the right to return to local standards and requirements if at any time in the future the Light Rail is extended or any tunnel or maintenance station is ever considered to be installed within the City of SeaTac's jurisdiction.
- Sections of track elevated to a height equal to or exceeding a "high rise" structure by IBC (65 feet) could be treated as a high rise structure.

The prior local specifications that have been identified and directed to Sound Transit shall continue to be in full force and affect.

AL10-54

Page 3-70, Section 3.14.2.2, Paragraph 6 & 7: The reporting of transit-related crime data is mandated by FTA Section 15 for transit agencies. This mandate lacks the authority to require reporting from local law enforcement. The Revised Code of Washington and Washington Administrative Code have specific civil and criminal penalties governing the release of criminal information (e.g., victims, suspects, and reports). This does not preclude the release of crime statistics, which is different from criminal information, to non-law enforcement entities. The impact on affected law enforcement agencies to provide crime data would include, but is not limited to, the following: changes in data collection methods for capturing transit specific incidents and staff time, enhanced support services, and additional costs involved in creating and providing such services. Because there is no current legal mandate to provide transit specific crime statistics, implementing these services assumes law enforcement jurisdictions are willing and able to supply such data.

AL10-55

The EA needs to further address Part II Crimes and the ability of local law enforcement to respond, investigate and/or resolve such incidents (i.e., clearance rates). Part II crimes significantly impact the day-to-day operations of a transit system. Part II crimes consist of such offenses as vandalism, theft, and assault. Some jurisdictions have a policy of taking reports for Part II offenses by phone. If not handled by phone, these crimes are a low priority for law enforcement agencies and are normally dispatched when and if officers are available. This practice would not meet the needs of transit schedules, service, and safety. Investigation and prosecution of Part II crimes are also extremely limited due to traditional law enforcement and criminal justice system practices. In addition to a dedicated and responsive transit police force, intelligence and crime analysis services would be needed to provide the transit system with information for strategic assignments and security in a more productive way. It is unrealistic to expect that crime

data for Part II crimes collected by the FTA would be complete due current procedures for reporting criminal incidents.

AL10-55 Local law enforcement will likely need to support regional policing in order to provide adequate patrols during peak activity to prevent car thefts, strong-arm robberies, loitering and other crimes in and around light rail facilities. Reduction in these incidents would require an increased police presence and a dedicated transit police force. Routine police patrols are only part of an officer's duties. Adding the demand of a high crime area and a geographic area of responsibility makes patrolling difficult. Effective police patrols would require specialized training relating to the intricacies of light rail and focused patrol activity by dedicated transit police officers in order to substantially minimize criminal activity. Sound Transit would not be able to rely solely on local law enforcement to provide these services. A major impact on either local or dedicated police forces would be those segments with limited and/or remote access such as elevated guideways. Responses to such locations may require specialized methods of access in the event of a major incident or accident. Sound Transit would need Memoranda of Understanding/Agreements with both the Port of Seattle and the City detailing expectations and responsibilities.

Direct mitigation to local law enforcement would need to occur in the following areas:

- **Operations**
  - Additional patrol officers and support personnel to provide coverage to "new work"
  - Operational protocol development between all affected agencies on who responds when crimes occur within the system and the victim reports in a different jurisdiction.
- **Investigations**
  - Additional detectives that are highly specialized in responding to transit crime scenes; keeping with schedule and service (e.g., major accidents, mass casualties, and witnesses).
- **Training**
  - Specialized training for local law enforcement personnel for how to respond to transit incidents, what is involved, notification process and procedures, handling emergency responses to include hostage and accident responses to below grade and aerial incidents.
- **Communications**
  - Cost of interfacing to local EMS 800mhz radio systems within each jurisdiction
  - Developing communications protocols with each agency for backup and coordination
- **Staff Time**
  - The equivalent staff time for a person from each agency to work on all transit related issues, developing protocols, providing records and statistics from their local agency.
- **Special Equipment Needs**
  - Reaching aerial tracks and or deep tunnel stops to respond to in-progress criminal activity or emergencies
  - Unknown other equipment specifics for response and containment

AL10-55

- **Emergency Preparedness – Incident Drills**
  - The cost of staff time for all jurisdictions to drill on emergency responses to transit related incidents
- **Documentation of response criteria**
  - Interlocal development time (staff, labor and attorneys)

Consideration would need to be given to differences between dedicated and non-dedicated transit police operation. For example, a non-transit patrol officer is less likely to address security and policing problems within the system, such as those facilities located on elevated tracks, within tunnels, and in remote areas along the right of way. Sound Transit's dedicated police force would need to participate in the development and facilitation of training for local law enforcement jurisdictions regarding the unique aspects of light rail.

Any security plan would need to be developed in concert with a dedicated transit police force. Failing to do this is likely to result in modifications to the plan at a later date adding cost and eroding public confidence. Any security plan relying solely on local law enforcement to police this system would require coordination, mitigation and Memoranda of Understanding with numerous police agencies. The dedicated transit police force and affected local law enforcement agencies would need to be involved during the preliminary and final designs and operation of the proposed facilities and right of ways as they relate to Crime Prevention Through Environmental Design.

AL10-56

Page 3-71, Section 3.15.1, Paragraph 6: The jet fuel pipeline will be located in close proximity to the LRT guideway and SeaTac City Center/Airport Station. Impacts and mitigations to address the safety of this utility should be clearly delineated in this document.

AL10-57

Page 3-77, Section 3.18, Paragraph 13: The use of the Radisson Hotel and adjacent former Bank of America property as construction staging areas is highly problematic to the City due to their high visibility. Access to these sites from City rights-of-way will be subject to City permitting, which is not assumed.

AL10-58

Page 3-77, Section 3.18.1, Paragraph 2: Truck haul on City roadways is subject to City permitting.

AL10-59

Page 3-78, Section 3.18.1, Paragraph 4 & 5: Closure of City rights-of-way will be subject to City permitting.

AL10-60

Page 3-77, Section 3.18.1, Paragraph 7: Closure of City rights-of-way will be subject to City permitting.

AL10-61

Page 3-80, Section 3.18.2, Paragraph 1: The reconstruction of busy roads will involve rerouting of traffic and will likely result in congestion and impacts to land use, economic activity, and the neighborhood character of the surrounding areas and businesses.

AL10-62 Page 3-80, Section 3.18.2, Paragraph 4: Coordination with the City to minimize impacts on existing businesses will be a high priority for the City.

AL10-63 Page 3-80, Section 3.18.3, Paragraph 1: A lighting plan to shield traffic, residents and businesses from glare and spillover lighting will be of interest to the City, particularly in relation to crime prevention.

AL10-64 Page 3-82, Section 3.18.5, Paragraph 4: Mitigation of construction noise to minimize impacts on existing businesses and residences will be a high priority for the City

AL10-65 Page 3-83, Section 3.18.5, Paragraph 7: Nighttime construction activities are highly problematic and will be required to conform to State and City noise restrictions. The City will closely consider "methods to minimize noise impacts" in concert with a noise variance request.

AL10-66 Page 3-84, Section 3.18.5, Paragraph 10: The City will closely monitor the proposed "strict monitoring program" for vibration impacts. Alternative construction approaches should be further defined.

AL10-67 Page 3-86, Section 3.18.11, Paragraph 1: Potential delays in response times will be a last resort. Permits to access City rights-of-way will address such potential impacts in order to minimize potential response time impacts.

AL10-68 Page 3-86, Section 3.18.11, Paragraph 2: The City will be responsible for administering many of the construction-related permits for Airport Link, and will be closely involved in defining and enforcing requirements to contractors.

AL10-69 Page 3-86, Section 3.18.12: The City has major concerns regarding construction impacts on local services and utilities. Automatic fire sprinkler systems rely on a constant adequate source of water. 9-1-1 and fire alarm systems are dependent on phone lines. Many of the systems, of course, require electricity. Without these systems, the City Fire Department may be unable to handle serious emergencies in the affected buildings. These buildings may be out of compliance with the code and forced to vacate until utilities could be restored.

Mandatory City Fire Department alarm systems and security systems are supervised and/or monitored utilizing landlines, and the City Fire Department Emergency Dispatch Systems and 911 lines are linked down International Blvd. Also, detection, notification, and extinguishing systems are dependent on local services and utilities.

AL10-70 All existing storm drainage facilities (e.g. drains, ditches, catch basins, etc) must be replaced to the adequately sized structure if impacted by the track line or stations.

AL10-71 Page 3-89, Section 3.19.1: While the cumulative traffic impacts may have a long-term result of reducing regional congestion and accident rates, the immediate cumulative impacts on City streets and land uses of Airport Link construction and operations have not been sufficiently assessed and mitigated.

AL10-72 Page 3-91, Section 3.19.5: City policies in regard to construction of urban development are supported by the proposed project. Other City policies may be contradicted by the proposed project unless careful attention is provided to resolving specific design concerns. These include, but are not limited to the following: the Transit Supportive Land Use Master Plan, the SeaTac Municipal Code (Zoning, Subdivision, Environmental Protection, etc.), City Center Standards, and Design Standards for High Capacity Transit Facilities.

AL10-73 Page 3-95, Section 3.19.17, Bullet 10: The financial and operational impacts of police and/or security personnel to conduct traffic flow and provide general safety and security services for Airport Link will be the responsibility of Sound Transit, which are expected to be addressed through an interlocal agreement.

AL10-74 Appendix C.1, Drawing SE3-KP04: Will trains be stored overnight on the track at the Airport/SeaTac Station terminus? Is so, will this be visible from International Boulevard or S. 176th?

AL10-75 Appendix C.1, Drawing SE2-AU01: The Kiss & Ride should be designed to serve local rather than regional passenger demand by visually separating from International Boulevard. The site design is problematic in several ways and should be revised in discussions with the City. For example, it may be hazardous to provide a second north-bound lane on the east side, which would need to merge to a single lane on the west-bound approach to IB. This space might be better used to provide 10-15 minute drop-off parking spaces adjacent to a pedestrian walkway.

AL10-76 Appendix F: Page F-3, Figure F-1 (also F-2): Minority populations assigned to areas north of S. 200th Street between International Boulevard and 28th Avenue S, as well as the area currently occupied by the Washington Memorial Park Cemetery are assigned a high percentage minority (Hispanic) population where no residential uses obviously exist.

AL 010 City of SeaTac

The page references to the EA in the City of SeaTac comments appear to be incorrect, and Section or Table references have been used to the extent possible to identify the EA language referenced.

AL 010-1

The Sound Transit Board selected the Airport Link station name of "SeaTac/Airport Station" based on comments received at various community meetings.

AL 010-2

Airport Link connects to the International Boulevard Station in the City of Tukwila, and Tukwila is therefore appropriately included in the EA analysis area.

AL 010-3

"Seattle" is not in the referenced section.

AL 010-4

As described in Section 3.1.3.6 *S. 200th Station*, Sound Transit would add a signal on S. 200th Street at the new access point to the S. 200th Station. With this signal, there would be signals at S. 200th Street/International Boulevard, S. 200th Street/S. 200th Station (27th Avenue S.) and S. 200th Street/26th Avenue S. The S. 200th Street/28th Avenue S. intersection would not be signalized. The analysis for the EA indicates that volumes in the area are primarily controlled by the 200th Street/International Boulevard intersections. The park-and-ride and station access drive intersections are not projected to create additional operational problems; Sound Transit also will work with the City during final design to optimize the access plan and signal timing operations to minimize the potential for queuing and delays.

AL 010-5

Sound Transit and the City of SeaTac have not finalized agreements on pedestrian or bicycle improvements in the S. 200th Station area. The EA analysis indicates there are no significant impacts to pedestrians or bicyclists, and no mitigation is required at this station.

AL 010-6

The EA states that the northbound on-ramp from S. 170th to the North Airport Expressway (NAE) will be eliminated (see section 2, including Figure 2.2). The project does not eliminate access from S. 170th Street to Air Cargo Road, the northbound off-ramp to S. 170th Street from the NAE, or the southbound on- and off-ramps with Air Cargo Road from the NAE. A frontage road between S. 170th and S. 160th is not proposed for the Airport Link project. The effects of the changes to the access and circulation were examined in Section 3.1, and all locations with potential for impacts were examined. The removal of access from S. 170th to the northbound airport expressway is not anticipated to have any effect on the southbound expressway ramp to the Air Cargo Road, including traffic turning to S. 170th.

AL 010-7

Comment noted. Sound Transit has not proposed constructing elevator or stair access on the west side of International Boulevard.

AL 010-8

Environmental impacts of the kiss-and-ride drop-off area were discussed in several sections of the EA, including Section 3.1.3.5. Mitigation for the kiss-and-ride property is discussed in Section 3.3.3. The drawings in Appendix C are based on conceptual design. Appendix D includes tables listing the property impacts. As a result of the City's comments, Sound Transit has revised the mapping of affected parcels on page 4 of Appendix D, which inadvertently omitted shading on a parcel that was correctly listed on page 1 of Appendix D as being affected. Otherwise, the EA impact discussion and the findings of the EA are unchanged.

AL 010-9

As stated in section 3.1.4 of the EA, sidewalks currently exist adjacent to the station along the roadways providing direct access to the station. In addition, analysis of pedestrian levels of service indicated that sidewalks would continue to provide LOS B in both 2015 and 2030 with the project. Therefore, no additional sidewalks are required. Pursuant to the City of SeaTac and Sound Transit Term Sheet in Anticipation of a Memorandum of Understanding executed in December 2004, Sound Transit will provide funding assistance for the City to construct South Tukwila International Boulevard Station Area Improvements, which include various sidewalk and landscaping improvements. Sound Transit will also, pursuant to the term sheet, participate in the City's station area planning process and plan implementation.

AL 010-10

Your comment on the need for City approval for relocating bus zones has been noted.

AL 010-11

Sound Transit acknowledges the City's approval process.

AL 010-12

The City's comment is unclear and does not reflect the contents of the EA in section 2.2 which discusses the No Build Alternative. However, Section 2 contains the description of the proposed project, and the analysis of impacts and the identification of mitigation are provided in Section 3.

AL 010-13

The data in the table were compared to the City's comprehensive plan designations, and they are consistent.

AL 010-14

The EA contains discussion of potential effects in areas within Tukwila's jurisdiction.

AL 010-15

The EA analysis used Synchro 6 (Version 612) and assumed signal coordination along International Boulevard with a signal cycle length of 110 seconds. Existing volumes were based on the peak hour of a 2-hour count taken on Tuesday, November 9, 2004 between 4:00 and 6:00 PM. As stated in Section 3.1.1.5 under *Comparison to the Central Link Final EIS*, the increase in traffic volumes between the Central Link Final EIS and the Airport Link EA were not substantial. Based on a comparison of these volumes, traffic has grown at a rate of 0.66 percent per year through the S. 188th Street/International Boulevard intersection. (Growth rates and other methods were provided to the City of SeaTac and others for review and comment prior to the impact analysis conducted for the EA.) Additionally, level of service

criteria (as defined by the Highway Capacity Manual) has been modified since the 1999 Final EIS, reflecting a revised tolerance for longer delays for each level of service category. Using the updated criteria and the growth rate calculations discussed above, the International Boulevard/S. 188th Street Station intersection would operate at LOS D.

AL 010-16

Project-related trips are not expected to increase the accident rate at any of the study area intersections and, therefore, Sound Transit does not propose any future mitigation.

AL 010-17

The information in these tables is based on field surveys and represents a reasonable assessment of current conditions. The potential for hide-and-ride activity is acknowledged in the EA. Additionally, Sound Transit acknowledges that it will work with the City of Sea-Tac to determine when such measures would be needed. The Airport Link stations will be public facilities to serve all Link light rail passengers, whether local or regional.

Section 3.1.9.3 of the Airport Link EA identifies mitigation measures to address potential hide and ride activity that could occur within the Airport/SeaTac vicinity. Sound Transit will work with the City of SeaTac on managing this activity as necessary.

AL 010-18

Comment noted. The word "abutment" was inadvertently left out of the sentence.

AL 010-19

The existing sidewalk system is shown to be sufficient to serve the projected increase in pedestrian traffic associated with Airport Link at the Airport/SeaTac Station. Pursuant to the City of SeaTac and Sound Transit Term Sheet in Anticipation of a Memorandum of Understanding executed in December 2004, Sound Transit will participate in the station area planning process and implementation of identified improvements as appropriate.

AL 010-20

Comment noted.

AL 010-21

Sound Transit is not proposing high capacity transit facilities for buses. King County Metro provided the most current proposed route restructuring that had been identified with the extension of Airport Link. This is outlined in Section 3.1.2.3 under the Local Transit Service heading on page 3-16. There is no mention of an off-street transfer area in the EA.

AL 010-22

In a meeting with the City of SeaTac on March 17, 2005, the City indicated that they were in agreement with the methodology developed to determine background traffic growth. Assuming completion of the South Access Expressway (SAE) by the year 2030 was determined to be consistent with other studies and models developed for the area (City of SeaTac, Port of Seattle, and City of Tukwila) and regional and statewide transportation plans. The relative comparison for determining project impacts remains the same without or with the SAE. The SR 509 extension and the SAE were not assumed to be completed by the year 2015.

AL 010-23

See response to comment AL 10-22.

AL 010-24

Please see the 1999 Central Link EIS and the November 2003 North Link Draft SEIS Transit Ridership Forecasting Technical Reports for documentation of the travel forecast procedures used by Sound Transit to estimate light rail ridership.

The Airport Link forecasts were prepared using Puget Sound Regional Council 2002 Sub-County (Small Area) Forecasts of Population and Employment. These land use forecasts are available from the Puget Sound Regional Council website at: http://www.psrc.org/datapubs/data/dem/forecasts_2002.htm

Daily station ridership in 2030 ranges from 7,500 to 23,500 at downtown Seattle stations and from 300 to 5,500 at south Seattle stations with Central Link completed to Northgate. With the northern terminus at Westlake Station, ridership at Seattle stations falls to from 3,000 to 12,000 in downtown and from 300 to 4,500 in south Seattle. As stated in the footnote to Table 3.1-11, all boardings are based on the Central Link system including the Initial Segment and North Link to Northgate.

AL 010-25

Total daily boardings by mode were not provided, because impacts were determined using PM peak hour projections. The percentage of daily boardings by mode is likely to be similar to the percentage of PM peak hour boardings by mode.

AL 010-26

The S. 200th Station park-and-ride is assumed to be full for purposes of trip generation methodology for analysis of worst case traffic impacts. Assuming that the S. 200th Station park-and-ride lot would be full at 630 spaces provides a worst-case scenario, because, as shown in Table 3.1-12, the actual demand would 280 in 2015 and 380 in 2030. The actual demand does increase between 2015 and 2030 but remains below capacity, suggesting that hide-and-ride activity would be unlikely.

AL 010-27

The PM peak hour parking demand represents the highest parking demand during the day. Assuming the park-and-ride is full provides a worst case analysis of traffic impacts.

AL 010-28

Sound Transit did not intend to imply a difference between passenger drop-offs and pick-ups when considering the potential use of the Airport/SeaTac Station as an alternative access to the airport. Whether dropping off or picking up airport patrons, the anticipated travel time difference is not expected to generate significant parking demand at the light rail station. Most airport passengers that are picked up or dropped off would continue to use the short-term parking facilities at the airport garage, because they are closer to the terminal.

AL 010-29

Airport patrons could choose to drop off/pick up passengers at the Airport Station pedestrian overpass or other locations along International Boulevard, such as the entrance at S. 182nd Street where there is also a pedestrian pathway to the terminals. As described on page 3-20 of the EA, Airport Link does not necessarily increase the likelihood for this activity to occur.

AL 010-30

This analysis was done using Synchro 6 and assumed signal coordination along International Boulevard with a signal cycle length of 120 seconds. Year 2015 volumes were developed from the existing November 2004 volumes by applying a 2.3 percent average annual growth rate. The relative comparison of project impacts remains the same with the project adding about 2 seconds of delay per vehicle in 2015.

AL 010-31

Neither the current traffic impact analysis for the Airport Link EA nor the original analysis for the Central Link Light Rail EIS (November 1999) shows that the International Boulevard/S. 188th Street intersection would operate at LOS F. Please see response to AL 010-15.

AL 010-32

If the Airport/SeaTac Station is the interim terminus, it is expected that most riders will access the Link light rail system at the Tukwila International Boulevard station where there is a park-and-ride lot. As shown in Table 3.1-18, parking demand at the Tukwila International Boulevard park-and-ride lot would be less than the available parking supply of 525 vehicles in the year 2015. It is expected that the S. 200th Station would be completed by 2030, which would further decrease the potential for hide-and-ride activity at the Airport/SeaTac Station. If hide-and-ride activity does occur at the Airport/SeaTac Station, Sound Transit will work with the City of Sea-Tac to mitigate the impact as discussed under Section 3.1.9.3, *Parking Mitigation.*

AL 010-33

Sound Transit would install a new traffic signal on S. 200th Street at the new driveways to the S. 200th Street Station. This new signal is identified in Section 3.1.3.6 on page 3-27 and is included in the traffic analysis.

AL 010-34

See response to comment AL 010-17.

AL 010-35)

See response to comments AL 010-28 and 010-29.

AL 010-36

With Airport Link, there would be an increase in transit service and transit reliability to the airport and within the project vicinity as described in Section 3.1.2.3. There would be no adverse impacts to transit service as a result of the project, and, therefore, no mitigation would be required.

AL 010-37

Comment acknowledged. Figure D-4 has been revised to indicate that the alignment may curve to the west at a point farther north, following Air Cargo Road.

AL 010-38

Page 3-36 includes a discussion of impacts to the City of SeaTac if businesses relocate outside the city.

AL 010-39

Sound Transit supports the City's efforts to facilitate Transit Oriented Development (TOD) in station areas through station design and supportive planning. However, TOD is not mitigation for any identified impacts.

AL 010-40

See response to comment AL 010-32

AL 010-41

See response to comment AL 010-34.

AL 010-42

Thank you for providing the listing of policies. Neighborhood impacts in stations areas and all other portions of the project are addressed in the EA in Section 3.2.2.2. Sound Transit reviewed comprehensive plan policies in Section 3.2, and, as noted in your comment, many of these policies are related to goals for maintaining and improving the quality of neighborhoods.

AL 010-43

Visual impacts of the guideway crossing of International Boulevard are discussed on Page 3-42 of the Airport Link EA and Page 4-77 of the Final EIS. The impacts of the light rail in that location were not found to be significant, considering factors such as the surrounding uses, existing facilities, including other bridges and structures. No mitigation measures are proposed for the guideway crossing of International Boulevard due to lack of significant visual impacts.

AL 010-44

Thank you for providing the SeaTac Comprehensive Plan policies and Design Standards relevant to light rail visual quality. These were reviewed in the EA, and Sound Transit will continue to consider them in the station planning and design process. Airport Link is not expected to have significant visual impacts.

AL 010-45

Visual impacts during construction are discussed in Section 3.18.3. The analysis did not find potential visual impacts during construction to be significant.

AL 010-46

The measures to minimize visual effects listed in Section 3.5.2.2 are considered part of the project, rather than mitigation.

AL 010-47

During final design, Sound Transit will coordinate with the City of SeaTac and others to determine the final emergency access needs. The EA discussion clearly notes that elevated sections will require special design and emergency response handling.

AL 010-48

Thank you for providing information on your security concerns. Sound Transit believes that mutual aid can be a reliable response method when needed. The information you provided will, however, be

considered in ongoing project planning and design. As discussed in Section 3.14.3, Public Services Mitigation, the Fire/Life Safety committee will address public service issues throughout the design, construction, and operation of the project and will evaluate the need for specialized equipment and training to respond to emergencies and security concerns throughout the system.

AL 010-49

Sound Transit intends to provide access to the guideway at the ends of the stations, at the point where the aerial structure reaches grade and through sliding gates at the approximate location of the fire hydrants along the at-grade portion. We will also provide a standpipe with fire hose connections. In addition access for emergency responders and equipment will be provided by a rescue train. Based on additional review of this issue and measures to address emergency access, we see no reason to require access by an aerial ladder truck.

AL 010-50

It is true that the total combustible content for a four car train is approximately 360 million BTUs. A more realistic approach is to consider the heat release rate (HRR). The HRR for the train is 45 million BTUs per hour. At no time is 45 million BTU per hour HRR exceeded regardless of the number of cars involved, because the maximum heat release comes from only one car at a time. This 45 million BTU per hour HRR is approximately equivalent to a fire involving two mid-sized passenger vehicles. Sound Transit will provide a standpipe with appropriately sized connections to be determined in coordination with the Port of Seattle and the City of SeaTac during final design.

AL 010-51

Comment noted. Sound Transit agrees that terms for implementing the project in areas within the jurisdiction of the City of SeaTac will be determined through interlocal agreement and through permitting.

AL 010-52

Impacts to Public Services such as emergency response services are discussed in Section 3.18.11. Mitigation for potential delays to emergency response services are discussed in Section 3.18.11.1.

AL 010-53

Sound Transit appreciates this listing of City requirements and will work with the City through the permitting process. However, Sound Transit does not believe access by an aerial ladder truck will be necessary. See response to comment AL 010-49.

AL 010-54

Sound Transit is required to report systems operating data, including crime statistics as available. Sound Transit will collect and report crime statistics for crimes occurring on the light rail system as well as report the local jurisdictions' data as it may be available.

AL 010-55 to 69

Thank you for providing information on safety and security measures that may be needed for Airport Link. Sound Transit will not be reissuing the EA, but the information you provided will be considered in ongoing project planning. As discussed in Section 3.14.3, Public Services Mitigation, the Fire/Life Safety Committee will address public service issues throughout the design, construction, and operation of the project and will evaluate the need for specialized equipment and training to respond to emergencies and

security concerns throughout the system. This planning process and related agreements will address the issues the City has identified related to project implementation details, including cost sharing, interjurisdictional protocols, funding, and coordination.

AL 010-70

Section 3.15 describes the jet fuel pipeline and the potential impacts and proposed mitigation measures for this type of utility. Based on design measures and coordination with utility service providers, impacts to utilities would be minimal. Section 3.18.12 discusses the measures that would be used to avoid impacts to utilities during construction.

AL 010-71

Thank you for the information on the need to obtain permits for access to construction sites through city rights-of-way.

AL 010-72

Thank you for the information on the need to obtain permits for truck hauling on city roadways.

AL 010-73

Thank you for the information on the need to obtain permits for closing city rights-of-way during construction.

AL 010-74

See response to AL 010-73.

AL 010-75

The construction-related land use, economic, and neighborhood impacts that you describe are discussed in Section 3.18.2. These impacts would be minimal due to the construction planning and mitigation measures discussed on Page 3-80.

AL 010-76

Coordination with the City of SeaTac to minimize construction impacts on existing businesses is a high priority for Sound Transit as well.

AL 010-77

The City's interest in a construction lighting plan has been noted.

AL 010-78

The City's interest in construction noise mitigation has been noted.

AL 010-79

The City's concern regarding nighttime construction activities has been noted.

AL 010-80

The City's interest in vibration monitoring has been noted. Alternative construction approaches will be identified if monitoring of construction vibration indicates that they are needed, consistent with the EA discussion.

AL 010-81

As described in Section 3.18.11.1, Sound Transit will work with the City and service providers to avoid significant delays in response times. The need for a permit to access City rights-of-way has been noted.

AL 010-82

The City's role in administering and enforcing construction-related permits has been noted.

AL 010-83 and 010-84

Thank you for the information on potential effects to important systems that could occur with impact to utilities. Sound Transit will work with utility providers and the City to avoid impacts to utilities as described in Sections 3.18.11 and 3.18.12.

AL 010-85

Your comment that all existing stormwater drainage facilities impacted by the project must be replaced to the adequately sized structure has been noted.

AL 010-86

Cumulative construction and operation impacts on transportation and land use are discussed in Sections 3.19.17, 3.19.1, and 3.19.2.

AL 010-87

Thank you for the information on potential project design concerns associated with the Transit Supportive Land Use Master Plan, SeaTac Municipal Code, City Center Standards, and Design Standards for High Capacity Transit Facilities.

AL 010-88

Sound Transit agrees that terms for implementing the project in areas within the jurisdiction of the City of SeaTac will be determined through interlocal agreement and through permitting. However, Sound Transit also believes that traffic and general safety security services for the areas surrounding Airport Link cannot reasonably be considered Sound Transit's sole responsibility any more than such services are considered the responsibility of any other single party, land owner or developer within the City.

AL 010-89

Sound Transit expects to store trains overnight at the maintenance base in Seattle. Sound Transit does not currently plan to store trains on the track at the Airport Station overnight.

AL 010-90

Your concerns and design suggestions for the kiss-and-ride have been noted.

Sound Transit has designed the kiss-and-ride to provide local access to light rail. The design has been modified to address some of the City's concerns by orienting it east-west rather than north-south along International Boulevard. Sound Transit will continue to work with the City of SeaTac on the design of the kiss and ride through final design.

AL 010-91

The minority population information is based on 2000 Census data for that block. Appendix F maps note at the bottom that the high percentage of minority and low income populations in specific block groups is due to very small numbers of actual residents in these block groups.

Swift, Lauren

From: tom dantzler [tomdantzler@hotmail.com]
Sent: Monday, June 27, 2005 10:55 AM
To: Airport Link Environmental
Subject: EA-airport Link

Under appendix D - Affected Parcels, on page D-5, (at the South 200th Station Area) under Parcel #32 and Parcel #33 , is shown as an unnumbered white parcel, which is owned by the same ownership as parcel #32 and Parcel #33, and not King County. It is being used as commerical parking Lot. The ownership is South 200th Street Station LLC. AL11-1

Thank you for the correction. Tom Dantzler, Pres., So. 200th Str. Station LLC.

AL 011 Tom Danzler

AL 011-1

Thank you for the comments regarding the South 200th Street Station parcel. Table D-1 in Appendix D did not identify the owners, but listed parcels 32 and 33 as commercial parking lot. There is a white parcel that is south of the mapped parcels, which is not affected and, therefore, not shaded; the legend was not intended to note ownership by King County, but rather that an outlined and uncolored area indicated parcels as recorded by the King County Assessor.

AIRPORT LINK ENVIRONMENTAL ASSESSMENT

COPY

PUBLIC HEARING

Taken June 15, 2005
4800 188th Street
SeaTac, Washington

Taken Before:

Maria I. Ray, CCR # 2033, RPR, CCR
Registered Professional Reporter
of
CAPITOL PACIFIC REPORTING, INC.
901 South I Street, Suite 201, Tacoma, WA 98405
Tel (253) 564-8494 Fax (253) 564-8483
Toll Free (800) 407-0148

Olympia, WA (360) 352-2054
Seattle, WA (206) 622-9919
Aberdeen, WA (360) 532-7445
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Bremerton (360) 373-9032

www.capitolpacificreporter.com
courtreporters@callatg.com

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BE IT REMEMBERED that on Wednesday, June 15, 2005, at 4800 188th Street , SeaTac, Washington, at 7:05 p.m., before MARIA I. RAY, Notary Public in and for the State of Washington;

WHEREUPON, the following public hearing was had, to wit:

*****

MS. PATTERSON: Well, good evening everyone. Welcome to all and thank you for coming to the Airport Link public hearing and open house.

We are here this evening to take comments on the Airport Link Environmental Assessment and State Environmental Policy Act Addendum, which was published on May 26th by Sound Transit and the Port of Seattle.

Should we shut the doors or ask folks to hold it down? Thank you.

The Environmental Assessment is an update to the Central Link Light Rail Transit Project Final Environmental Impact Statement -- this was published in November of 1999 -- and the Tukwila Freeway Route Supplemental Environmental Impact Statement, also know as an EIS, and that was published in November 2001, and it discusses the environmental effects of extending

Light Rail from International Boulevard Station in Tukwila to SeaTac Airport and then eventually onto South 200th Street in the City SeaTac.

The comment period for the Environmental Assessment is 30 days. It will last through June 27th. In addition to taking public comments, which are -- will be recorded by a court reporter at this hearing tonight, comments may also be submitted in writing tonight or in writing and via e-mail to the addresses that are provided in the document by the end -- in the document by the end of the comment period.

And if you make comments this evening or submit comments this evening, we would like to let you know that you will receive a written response to your comments.

Sound Transit and the Port of Seattle staff members have been available during the open house portion of this meeting to answer questions, and I hope that you all felt that your questions were answered adequately this evening.

Before making your comments this evening, please be certain to clearly state your name and also your address for the purpose of keeping a public record. And also please keep your comments to a three-minute period of time, and we will be timing you this evening.

Now, before we get started, I'd like to introduce to you Maria Ray. She is to my left, to your right, and Maria is the court reporter this evening.

And then to my right and your left is Lauren Swift. And Lauren is the project manager for the Environmental Assessment. She's the person who completes and distributes the documents, and also she is the person who is responsible for being certain that the public's comments are addressed -- are addressed.

And then a couple of other announcements. I'd like to let you folks know that in the audience tonight are members of our Citizens Oversight Panel. And Sound Transit has a Citizens Oversight Panel which helps us. It helps the regular Board of Directors. It -- they give us recommendations and very positive criticisms on a regular basis to help the Board and to help the agency function more efficiently.

And I'd like to introduce to you this evening -- first of all, Miriam Helgeland is here.

Miriam, if you could hold up your hand, stand up.

Al Stipe is present. I believe Al is here somewhere, and then also Virginia Gumby who was here earlier. Thank you for being here.

So now at this time, I'd like to begin the public hearing, and the first person that I'd like to call

forward is Mike Ruby.

Good evening.

MR. RUBY: Good evening, Council members. You must be starting at the bottom of the list. The last should be first, I guess.

MS. PATTERSON: I think you're right in the middle.

MR. RUBY: All right. I want -- I want to address what I believe is a serious inadequacy in this Environmental Assessment. I do not believe that it addresses sufficiently the alternative of a terminal adjacent to the -- to the SeaTac Airport terminal.

AL12-1-1

Rather than being on SR 99, International Boulevard, a terminal placed approximately at the location of the current passenger drop-off and pick-up street, road, whatever that's called.

I recognize that it would be significantly more expensive to put a terminal there, but it is certainly feasible, and therefore I believe the Environmental Impact Statement -- Assessment, the Environmental Assessment, the Supplemental Assessment, should address that.

There are a variety of reasons given as to why it is not a reasonable alternative, but frankly none of them stand up to examination.

MS. PATTERSON: Thank you very much. We appreciate you coming forward this evening with your opinion.

Next on the list is Will Knedleck.

MR. KNEDLECK: Ma'am Chairman, my -- my name is Will Knedleck, and my mailing address is Box 99, Kirkland, 98083.

AL12-2-1

I'm here to testify tonight for purposes of raising some points -- additional points about the inadequacy of this Environmental Assessment, particularly due to its failure to deal with the fact that it will, by virtue of delayed structure, create a 20- to 50- to 100-year mess with the people of the City of SeaTac who will bear all of the burden of the inadequacies of this environmental impact.

I want to read to you two documents within my three minutes, because I know you have a lot of testimony here tonight.

The first one is the promise that was made to the voters of this jurisdiction in the Sound Move plan, 1996. At Page 36 of the ten-year plan, it says, "System expansion or tax rollback: Any second phase capital program, which continues local taxes for financing, will require voter approval within the RTA District.

"If voters decide not to extend the system, the RTA

will roll back the tax rate to a level sufficient to pay off the outstanding bonds and operate and maintain the investments made."

There can be some differences of opinion, but I believe you will find eventually in court that that rollback will occur April 1, 2007.

I want to read to you from Page S-7 of the Environmental Assessment. "Sound Transit has committed funding to extend light rail to the Airport/SeaTac Station. Funding and timing for construction to South 200th Station has not yet been determined."

In the Sound Move plan, you promised to get to South 200th, and that is important because there's a -- park-and-ride facilities and other facilities there that are appropriate for termination of a light rail line where there will be a lot of traffic.

What's going to happen is that Sound Transit's Phase II is going to be voted down. You're going to have no money to finish the line beyond SeaTac. And what you're going to have is supposedly a kiss-and-ride facility at SeaTac. But what it's going to be is a kick in the kisser of the SeaTac residents who are going to have traffic messes like they've never seen before because you're bringing a line there and terminating it, the same way you're going to screw up the University of

Washington if you terminate there.

Thank you very much for the opportunity to testify. I would like to say, whereas I'm here to make a record, I want to thank you for taking time, because you are, as you know, in my view the most courageous member of this Board, because you are the only person who did not vote to sue every person in the State of Washington to collect money that Sound Transit has no right to, and I want to thank you again for that.

MS. PATTERSON: Thank you very much, Mr. Knedleck, for your -- for being here this evening to express your opinion.

And actually, it's so unusual for anyone to show up at a public hearing in the evening, and I want to thank you all for being here. I can't tell you how many times I've gone to meetings and no one else -- no one shows up.

Next on the list to speak is Mr. Tom Dantzler.

MR. DANTZLER: Thank you, Ma'am Chair. It is a pleasure to be here tonight. Thank you.

AL12-3-1 I wanted to -- on the Environmental Analysis, there are a couple of discrepancies, which I believe were -- which are not corrected, and would like to try to see if we could get the record straight.

On the South 200th Street Station in the -- in the

earlier EIS work, Sound Transit Board had approved an additional 170 stalls for the additional ridership that they expected on the South 200th Street Station.

That -- in the EA, as it stands right now, shows 630 stalls. That should be increased by an additional 170. I have the document, which I'd like to submit, that supports that, that was approved by the Board, so if I might include that as an enclosure for them to respond to.

AL12-3-2

Secondly, the City of SeaTac took upon themselves, in 1999, to show that the earlier EIS was potentially incorrect in the ridership at South 200th Street because it had made the assumption that the light rail was going to continue on down through Tacoma but didn't change their ridership numbers.

The City's numbers, which this study was done in 1999, showed that the ridership would probably triple at the South 200th Street Station to roughly 7,200 riderships, on the high side, per day. I'd like to also submit that.

AL12-3-3

And then finally, the -- I'd like to ask, what method can Sound Transit use to help the private sector and/or the City of SeaTac with an early development of a parking garage at the South 200th Street Station?

The purpose being to help create this energy in the

South 200th Street Station area where hotels, condos and offices can be developed early to increase the ridership of Sound Transit, and assuming that the transit-orient type of development evaluation criteria are being followed as printed out in the Sound Transit Motion No. M99-60, which lays out all of the criteria that is needed.

The purpose being is I would like to try to help stimulate that particular area before Sound Transit probably gets their budget in order to get the system down to it, but we would like to create as much ridership for Sound Transit as possible when it does arrive.

And the private sector would like to contribute to that. That is -- thank you very much for that opportunity to address and hopefully get responses.

MS. PATTERSON: Thank you, Mr. Dantzler. And your requests are very clear: You think that the document is -- is shy 170 parking stalls?

MR. DANTZLER: Right.

MS. PATTERSON: You think that the ridership is actually higher than what is being documented?

MR. DANTZLER: That's correct.

MS. PATTERSON: And you would -- also

would like to see the City of SeaTac and Sound Transit work together to try to increase ridership through development?

MR. DANTZLER: That's correct. And with the private sector's help -- help with the funding and other mechanisms and that, that use perhaps the light rails -- if the private sector could come up with a cash-flow stream that helps, maybe the private sector could use the bonding capacity of light rail or something.

In other words, a mechanism of -- of benefits for both sides, and it obviously has to pencil for both sides, or we would not expect them to go forward.

If I might leave these two documents?

MS. PATTERSON: Yes, sir. Thank you very much for being here.

MR. DANTZLER: Thank you.

MS. PATTERSON: Thank you.

Mark Holcomb?

MR. HOLCOMB: Ma'am Chair, thank you. My name is Mark Holcomb, for the record. I'm an attorney with Morton McGoldrick in Tacoma.

I had electronically sent a -- a letter to Ms. Swift today. I don't know if -- for the record, if we need to submit another one in, or if that's --

MS. PATTERSON: Do you have an extra?

MR. HOLCOMB: I do have an extra.

MS. PATTERSON: That would be -- that would be fine if you --

MR. HOLCOMB: Okay.

MS. PATTERSON: Thank you.

MR. HOLCOMB: I represent Scandia, LLC, which is the owner of the property at 17400 International Boulevard. It's one of the parcels that's -- would be impacted by the kiss-and-ride that's proposed for 176th Street.

And Mike Huseby, the manager of Scandia, is here. It's important enough for the Huseby family to have me stop by here, because they're greatly concerned with the -- the current design they have had. It's been helpful to come here tonight to have some questions answered.

We've learned that the design is in the preliminary stages. As you can see from my letter, it was hard to assess exactly what the impact would have on the property because the design seemed to be influx.

AL12-4-1

But specifically, we do want to go on record to articulate the concern we have with regards to this kiss-and-ride and the location.

AL12-4-2

This property has been in the family for several

generations. It's currently being used for parking purposes, and the long-term intent has been to have something that's a higher better use.

The concern is that a -- the kiss-and-ride is going to eliminate the ability of the family to actually have it developed for another potential commercial use.

One aspect that, at least to me, seemed apparent tonight in talking with both Sound Transit staff and the City of SeaTac staff is that, as it relates to one -- the kiss-and-ride at 176th, there seems to be two different perspectives.

AL12-4-3

We were told that the one -- the kiss-and-ride is primarily for the benefit of the airport. City of SeaTac staff, from their perspective, this is intended to be a drop-off for the Regional Transit System, not a drop-off -- a regional drop-off to the international airport. So --

MS. PATTERSON: Would you repeat that last point again, please?

MR. HOLCOMB: Yes. The focus from -- as I understand it, from the City of SeaTac, should be on getting people to the transit system, not the airport, but in talking tonight with --

MS. PATTERSON: Okay. I -- I understand what you're saying.

MR. HOLCOMB: Okay.

MS. PATTERSON: Thank you. You're saying that it may be used as a way to get people into the airport, and they'll use it to access the airport terminal instead of the -- the rail system?

MR. HOLCOMB: Yes.

MS. PATTERSON: Okay.

MR. HOLCOMB: So the current design, there's great concern about that and its location. There are -- there is an alternative site down on 32nd Street South that's away from the property. It's vacant. It's currently for sale, that the family would like Sound Transit to consider.

AL12-4-4

MS. PATTERSON: Okay.

MR. HOLCOMB: I'm happy to answer any questions, but we appreciate the time.

MS. PATTERSON: Thank you very much for speaking on behalf of the family, and there are no questions this evening, but what we heard tonight is that the family -- and what is the family's name again?

MR. HOLCOMB: Well, the property is owned by -- by Scandia, LLC.

MS. PATTERSON: Okay. Scandia, LLC would like Sound Transit to work with them as we determine what it is that our station is going to be and how it

will be configured, is basically your message?

MR. HOLCOMB: Yes. And that the City of SeaTac and Sound Transit, I think, need to continue a discussion with regards to the alternative purpose of the drop-off.

MS. PATTERSON: I think that your point is well taken. Thank you.

You know, none of the rest of you signed up to speak. Is there anyone else here this evening that would like to speak? Some of you must have something on your mind that you'd like to share.

This public hearing will be summarized for the benefit of the Board of Directors. So if there's anything that is on your mind regarding this project, I think the Board would benefit greatly if you'd be willing to express it publicly this evening. There will be many other opportunities.

All right. It looks as though we are ready to adjourn. Thank you for being here this evening.

(Public hearing adjourned at 7:24 p.m.)

AIRPORT LINK ENVIRONMENTAL ASSESSMENT

CERTIFICATE

STATE OF WASHINGTON)
)
COUNTY OF PIERCE)

I, Maria I. Ray, Certified Court Reporter in the State of Washington, County of Pierce, do hereby certify that the foregoing transcript is a full, true, and accurate transcript of the proceedings and testimony taken in the matter of the above-entitled cause.

Dated this day of , 2005.

Notary Public in and for the State of Washington, residing in Tacoma, Washington.
Maria Ray, CCR # 2033

Submitted with Tom Danzler's
public hearing testimony 6/15/05.

RIDERSHIP SUMMARY
(Berk & Associates, 1/22/99)

Sound Transit's estimate for "Daily Walk-Up Boardings" (per 100 employees & residents in the station area) is summarized as follows (Berk Report, Table ES-2):

North Seattle:	40-77	per 100 employees & residents
Central Seattle:	6-101	per 100 employees & residents
South Seattle:	45-90	per 100 employees & residents
Tukwila:	5-119	per 100 employees & residents
SeaTac:	0-8	per 100 employees & residents

If Sound Transit experienced use similar to that projected for other station areas with development and demographics roughly equivalent to SeaTac, ridership could conservatively be estimated at between 30 to 80 walk-up boardings for every 100 residents and employees. This is 5 to 10 times that projected for the SeaTac stations. The table below summarizes projected walkup ridership at the Intermodal, City Center and South stations when a range of 30-80 walk-up boardings per 100 is applied at these stations, rather than the 0-8 range assumed by Sound Transit.

In addition, Sound Transit has not assumed any change to walk-on ridership that could result from changing development patterns around station areas. The table below shows the projected cumulative impact on walk-on ridership at the Intermodal and City Center stations given both the above change in ridership and the impact of transit-oriented development.

Ridership at the North SeaTac station was not assessed, but is shown for comparison purposes. Sound Transit assumes that ridership at this station is from park and ride use.

2010 SeaTac Light Rail Ridership Summary		
	Projected Ridership (Boardings per Day)	
	Low (30/100)	High (80/100)
North Station (154th St.)		
Sound Transit estimate *	2,600	2600
Intermodal Station (North Central)		
Sound Transit estimate	3,000	3.000
30-80 walk-up boardings/100	3,420	4,120
30-80 /100 plus Transit-related additional growth:	3,780	5,080
City Center Station (South Central)		
Sound Transit estimate *	1,300	1.300
30-80 walk-up boardings/100	1,880	5.000
30-80 /100 plus Transit-related additional growth:	2,520	6,720
South Station (200th St.)		
Sound Transit estimate *	2;100	2,600
30-80 walk-up boardings/100	4,000	7,200

*: Table ES-1: Sound Transit Weekday Boardings by Station Estimates

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03/03/99

Segment F - SeaTac

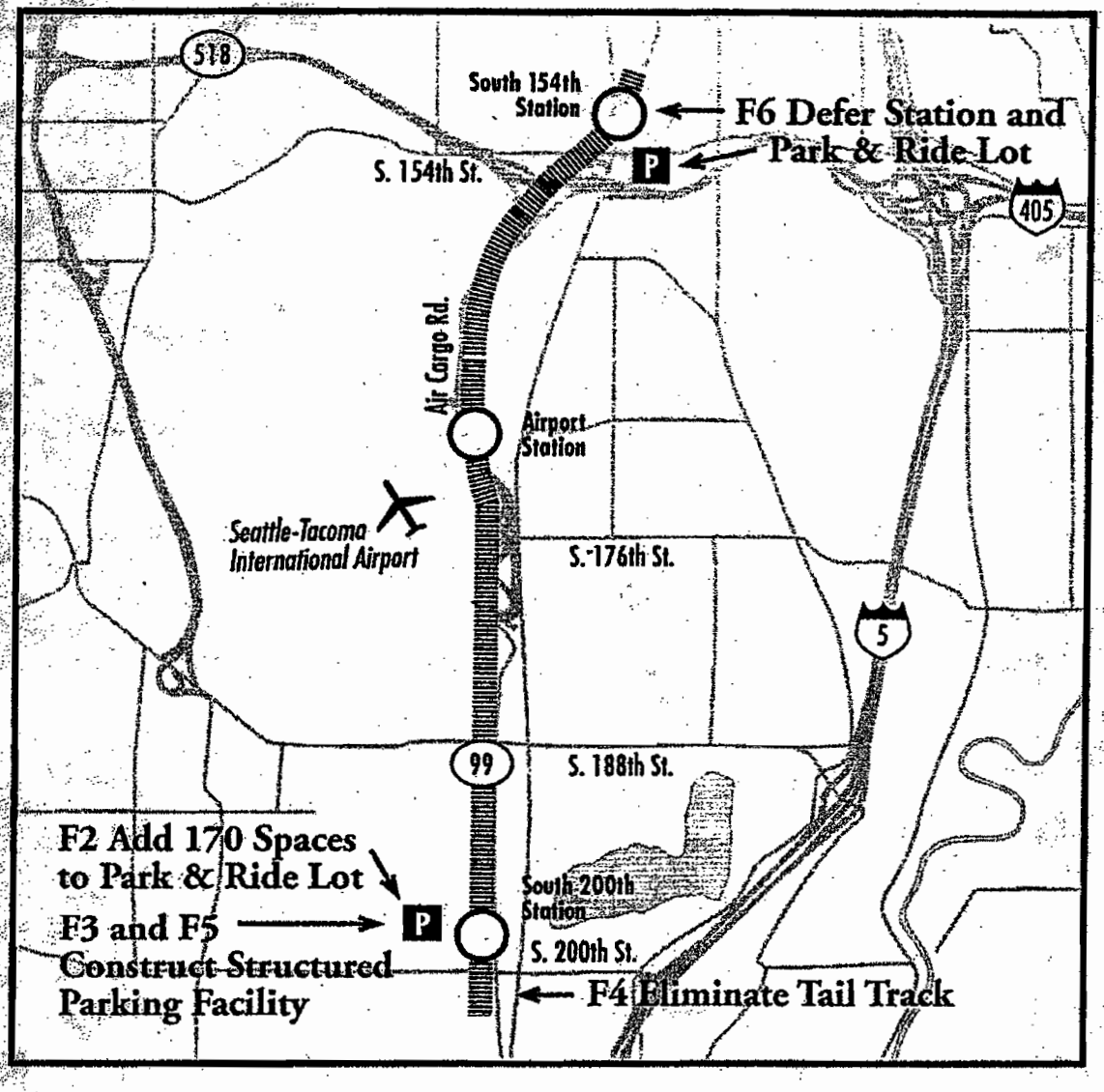
Added Cost or Potential Savings	Description	Cost 1995$ millions	Included in Refined LPA	Board Choice
	Cost in DEIS	**$185.4**		
Added Cost F-1	**Right of Way costs.** The project is almost entirely within Port of Seattle or City of SeaTac right of way with the exception of the station and park and ride at South 200th. Original estimates did not assume any ROW costs for building on Port property.	$10.3	Yes	
Added Cost F-2	**Park and Ride spaces at the S. 200th Station.** Cost to increase the capacity of this park-and-ride by 170 spaces. Once the line is extended south, a park and ride of this size may not be needed.	$0.9	Yes	✔
Added Cost F-3	**Convert park and ride at S. 200th to structured parking.** This change is in response to the City of SeaTac's Essential Public Facility ordinance relevant to the allowable size of surface park-and-ride lots for Link. It is balanced by the intent to fund it with private contributions. ST & SeaTac agreed that the park-and-ride at S. 200th will only be enlarged and built as a structured parking lot if there is a private partner to absorb the added costs.	$6.8	Yes	✔
Savings F-4	**Eliminate tail track at S. 200th.** Extend tail track just enough beyond the station to allow the line to be extended south in Phase 2 without disrupting service.	$(3.3)	Yes	✔
Savings F-5	**Joint development contribution for structured parking at S. 200th Station.** Assumes joint development contribution to offset the added cost.	$(6.8)	Yes	✔
	Refined LPA Costs	**$193.4**		
Other Potential Savings F-6	**Defer 154th Station and park-and-ride.** This elevated station and surface park and ride lot could be built at a later phase. This station is projected to serve 2,000 riders in 2010 and provide connections for commuters from the west and east of the line.	$(16.5)	No	✔
	Total Potential Savings	**$(16.5)**		

System-wide Elements

Added Cost or Potential Savings	Description	Cost 1995$ millions	Included in Refined LPA	Board Choice
	Cost in DEIS	**$257.5**		
Added Cost **S-1**	**Higher Vehicle Costs.** Reflects the costs of the new low-floor vehicles.	$13.7	Yes	
Added Cost **S-2**	**M1 versus M2 Maintenance base (including ROW costs)** Staff LPA assumed the maintenance base would be sited at M2; this added costs assumes a site in the North Duwamish.	$13.9	Yes	✔
Added Cost **S-3**	**Full cost of Maintenance base (Does not assign larger base costs to Phase 2)** This reflects a different way of accounting for costs. The Staff LPA split the cost of the maintenance base between Phase I and Phase 2 on a proportional basis. For the 100-vehicle facility, 64% (64 vehicle fleet on opening day) was assigned to Phase 1, and 36% (growth capacity for 36 vehicles) was assigned to Phase 2. All costs are now reflected in Phase I.	$33.7	Yes	✔
Potential Savings **S-4**	**Defer One 4-car train.** The operating plan assumes a start up fleet of 64 vehicles; it would be possible to run the service in the early years with 60 vehicles, for a savings of $13.0 million.	$(13.0)	Yes	✔
Potential savings **S-5**	**Defer some maintenance base investments** to Phase 2, by planning to contract certain repairs to outside vendors. The savings are achieved by reducing the size of the building and deferring three storage tracks.	$(6.9)	Yes	✔
	Refined LPA Costs	**$298.9**		
Potential Other Added Costs **S-6**	**Add back One 4-car train.** Remain with the original assumption of 64 vehicles to retain high service levels.	$13.0	No	✔

Segment F

SeaTac



Notes : F1 Added Right of Way Costs

I-695

N

TUNNEL
AT GRADE
ELEVATED
STATION
P PARK & RIDE

AL 012-1 Mike Ruby

AL 012-1-1

Please see response to comment AL 009-2.

AL 012-2 Will Knedleck

AL 012-2-1

The EA and previous environmental documents address the potential effects of extending light rail to the Airport station as an interim terminus and ultimately to the S. 200th Station. As stated in Section 3.1.3.2, the level of service analysis is based on the highest ridership alternative for each station, which for Airport Station assumes that the Airport Station is the terminus. Based on this analysis, the EA discusses the potential traffic and parking impacts. Traffic impacts are not significant for the Airport Station area, and no mitigation is necessary. Mitigation for potential hide-and-ride parking impacts is identified in Section 3.1.9.3. If the S. 200th station is not developed, the Tukwila International Boulevard station will remain the primary park-and-ride and regional transfer destination for the southern portion of Central Link. Construction of Airport Link to the Airport Station reduces park-and-ride demand at Tukwila International Station as compared to no-build.

AL 012-3 Tom Danzler

AL 012-3-1

The reference to the 170-spaces to which the commenter refers was taken from a document prepared by Sound Transit Board Administration on October 14, 1999 which included potential amendments and "Board Choices" on amendments to Resolution 99-34 adopting the Central Link Light Rail Project. While the document on the proposed amendment (F-2) referenced 170-parking spaces, Resolution 99-34 does not specify a required number of parking spaces at the S. 200th Station.

AL 012-3-2

Neither the 1999 Central Link EIS nor the 2005 Airport Link EA assume light rail is extended to Tacoma, Washington. Ridership forecasts for the S. 200th station assume that this station is the southern terminus of the Central Link system.

AL 012-3-3

Sound Transit appreciates your interest in transit oriented development and increasing light rail ridership. Sound Transit does not currently plan to fund construction of parking for the South 200th Station prior to development of the station. In addition to its adopted policies for Transit Oriented Development, which support station area planning actions of local jurisdictions, Sound Transit's policies for Joint Development would guide the potential options for developing the station and parking facilities in conjunction with other parties and could involve cost-sharing and land or lease sharing agreements.

AL 012-4 Mark Holcomb/Scandia

AL 012-4-1

Please see response to AL 002-2. The conceptual designs in the EA provided a reasonable basis for analyzing potential impacts, including those related to properties. However, Appendix D of the EA describes the preliminary nature of the identification of the properties that may be acquired, based on conceptual design information and states that the listing should not be interpreted as the final determination of property acquisition needs. Final design efforts, which will commence after the Record of Decision is issued, will be used to further refine property needs and to help determine the properties to be acquired.

AL 012-4-2

The kiss-and-ride is part of the light rail system, an essential public facility. Please see response to comment AL-002-2.

AL 012-4-3

Sound Transit disagrees that the station is primarily for the benefit of the Airport, and the kiss-and-ride, in particular, is not intended as a benefit to the airport. Any statement otherwise does not reflect the definition of the project or the statement of its purpose and need as provided in the EA. While transit patrons to the Airport will be served, the station location on International Boulevard is intended to maximize the benefits of the system to patrons whose destination is SeaTac's urban center. The kiss-and-ride activity is anticipated to be primarily for light rail patrons from the area surrounding the Airport station.

AL 012-4-4

Thank you for the information about the parcel on 32nd Street South. Please see response to comment AL 002-3.

ORIGINAL SENT TO LDCC
RECEIVED JUN 28 2005

AL 13

King County

Ron Sims
King County Executive
701 Fifth Ave., Suite 3210
Seattle, WA 98104
206-296-4040 206-296-0194 Fax

June 27, 2005

Lauren Swift, Link Environmental Planner
Sound Transit
Union Station, 401 S. Jackson Street
Seattle, Washington, 98104-2826

RE: Link Rail Airport Link Environmental Assessment - Review Comments from King County

Dear Ms. Swift:

Thank you for the opportunity to review and comment on the Link Rail Airport Link Environmental Assessment. We believe the Environmental Assessment provides a appropriate analysis of the Airport Link project. Our comments are keyed to specific sections and page numbers of the document.

Section 2 - Description of Airport Link:

Section 2.1.2 – Airport/SeaTac Station – page 2-4.

AL13-1

The description of the Airport/SeaTac Station does not include elevator or stair access between the southbound bus zone on International Boulevard and the overhead pedestrian walkway on the west side of International Boulevard. The absence of an elevator or stair access at this location will force southbound passengers to cross International Boulevard to the east, take the elevator up on the east side of the street, then walk back west across the overpass to the station, then along the proposed elevated walkway from the station to the Airport Parking Garage, then through the garage to the terminal. This routing results in a much more circuitous connecting walk than transit passengers currently make.

Since local service would no longer be operating directly to the Terminal with the reconfigured Airport drives, these bus zones on International Boulevard would become a key component of the overall Airport Link Station, with the Link Station serving as the principal gateway for transit riders accessing SeaTac.

To provide convenient and safe access for riders, elevator or stair access should be provided between the overhead pedestrian walkway and the bus zone on the west side of International Boulevard. Without this direct connection, transit customers will be forced to use the at-grade crossing, creating a potentially unsafe situation where transferring riders may be tempted to dash across International Boulevard to avoid missing a transfer.

Section 3 - Changes in Environmental Effects and Mitigation:

Section 3.1.1.4 - Local Transit Service – page 3-4.

AL13-2 The text mentions that Route 140 currently operates 60-minute headways on Saturdays and Sundays. Starting next September, the weekend frequency of this route will be upgraded to operate about every 30 minutes until about 6 PM.

Section 3.1.2.3- Regional Transit Service.

AL13-3 Page 3-15. The last paragraph mentions a possible net gain in deployable transit service hours with Airport Link and an overall increase in transit service levels with additional feeder service to Airport Link stations. The availability of re-deployable hours is more likely when Link can be extended beyond the Airport/SeaTac Station to South 200th Street. However, it is not known how many deployable transit service hours would become available. The level of service hours available by King County Metro for re-deployment into new or more frequent service will be subject to future funding constraints, a public review process, and action by the King County Council.

AL13-4 Page 3-16. This section discusses travel time for passengers under the no build alternative and compares the combined travel time for access into the airport terminal. No similar comparison is made for bus passengers under the no-build and build alternative. Currently, patrons using local buses have access either on the airport drive or at the south entrance to the airport. Local transit service circulates from International Boulevard to the bus zone located inside the Airport on the lower drive past the baggage claim, so Airport-bound riders do not have to get on or off at existing on-street zones at 176th or 182nd as is mentioned in the text. As bus routes are restructured, local southbound bus patrons will lose the direct connection to the terminal that the airport drive access provides. Travel times for these riders, particularly those southbound on International Blvd. who must cross the road at grade to the east to access the pedestrian bridge to go back east into the garage and terminal will be significantly increased. The Environmental Assessment (EA) should assess this differential. To mitigate this potential degradation of passenger access the project should include vertical connection from the southbound at-grade bus stop on International Blvd. to the pedestrian bridge. The EA should also assess the quality and time it takes to make connections between regional and local bus services at the airport given the fact that one set of services will be on Intl. Blvd. and another on the airport drives.

Appendix C – Design Drawings:

STA 27 = 00 to STA 55 +00:

AL13-5 The 160th Street return-to-terminal loop may impact the northbound bus stop #80123 on Air Cargo Road north of S 161st Street. This stop is currently served by Metro Route 140, and has boardings of 3 to 8 riders per day and 7 to 15 deboardings per day. This ridership may increase when service on this route is improved in September 2005.

C-7 (SB 94 = 45.33 to STA SB 111 + 00).

AL13-6 The plans do not clearly show the impact of the elevated track south of the Airport/SeaTac station along the west side of International Boulevard on the existing southbound bus stops at the current south airport entrance near S 182nd Street. Currently, these stops (#61085 to the north, and #61090 to the south of the entrance) are used for local access to businesses and services along International Boulevard, serving about 35-50 boardings per day. When the airport roadway network is reconfigured, and local bus service stays on International Boulevard instead of entering the airport, it is likely the use of these bus stops will increase.

Thank you again for the opportunity to review and comment on the Environmental Assessment. We look forward to a continuing close cooperative relationship with Sound Transit as you move forward with the design and implementation of the Airport Link project.

Sincerely,

David Hopkins, Regional Transportation Manager
King County Executive Office

cc: Ron Sims, King County Executive
King County Council
Harold Taniguchi, Director, King County Department of Transportation
Eric Gleason, Manager, Transit Service Development Section

AL 013 King County

AL 013-1

Sound Transit has not proposed access on the west side of International Boulevard for a variety of reasons, including cost effectiveness, space limitations, and the provision of improved access from the east side of the street. The station as proposed will still provide a substantial benefit to southbound bus transit patrons from existing conditions, which do not provide such direct access to the airport from this bus stop location. Currently, there is a crosswalk and signal at the intersection, but the closest route for walking to the terminal is at 182nd Avenue S. Airport Link does not involve any change that would affect the stops for bus routes serving the terminal, and the project does not anticipate re-routing buses to make the west side location a major transit transfer point.

AL 013-2

Thank you for the additional information on the updated frequency of route 140.

AL 013-3

Thank you for providing additional details regarding the process for determining potential redeployment of service hours. Sound Transit agrees that a greater opportunity for redeployment would occur if Airport Link is extended to the S. 200th station.

AL 013-4

The comment does not reflect the project as proposed, which does not anticipate the removal of existing bus transit stops at the south end of the terminal. Therefore, substantial changes in travel times for non-Link patrons are not anticipated. Please see response to comment AL-013-1. During project planning and throughout the development of the EA, Sound Transit has consulted with the Port of Seattle and King County Metro, and neither of these parties have proposed restructuring the service to eliminate the terminal stop.

AL 013-5

Thank you for the comment and additional information. The 160th Street Loop project is an independent project proposed by the Port of Seattle.

AL 013-6

The conceptual engineering plans are intended to show alignment, although pier locations are indicated. Sound Transit anticipates it will be able to avoid impacts to the bus stops, but will work with King County Metro, the Port, and the City of SeaTac in final design to determine final design details, which may include minor revisions in the location of stops. However, loss of these stops is not expected.